

# **rw underground**

newsletter of the RW council/

No. 14  
October 1975

Editors: Pat & Jan Works

## **U.S. Team Wins 4-man & 10-man at Warendorf**

The U.S. Team won the gold at the First World Championships of Relative Work in Warendorf, Germany, but the 10-man team didn't exactly walk away with it. It was a hard-fought victory; competition was extremely keen.



In fact, the U.S. (Capt. Hook & the Sky Pirates) found themselves 9.77 seconds behind at the end of the fifth round, actually in third place behind France in 1st place and Australia in 2nd place. But they slowly tightened the gap and squeezed into first place with a swift 12.13 sec. star in the ninth round and with France breathing down their necks in 2nd place, a scant 2.42 seconds behind them. In the tenth and final round, the U.S. team maintained with a 14.71 sec. star while France blew theirs with 26.19. That put the U.S. in first place, Australia in 2nd place, France in 3rd. Germany was 4th, Canada 5th. Nine out of the 15 10-man teams entered in the meet made 10-mans on each of the ten rounds.

In the four-man event, the U.S. team's (Rainbow Flyers) main competition came from France (2nd place) and Germany (3rd place). Rainbow Flyers averaged 4.99 sec. for the 10-round meet, and made a World Record 4-man maneuver at 4.22 seconds in the last round. Six out of the 20 teams entered completed their maneuvers for full score, and the times were consistent for the most part.

Captain Hook's 12.13 sec. star was the fastest 10-man of the meet and a new FAI World Record Speed Star. (continued on page ten)

## **National Combined RWAwards Made**

For the second year in a row, northern California jumpers have won Combined Relative Work honors as a result of their performances in both the 10-man and 4-man event at the U.S. National Parachuting Championships. The trophies are awarded every year by RWunderground to those individuals who achieve the highest score in both 10-man and 4-man competition according to the final standings of their respective teams. Members must have actively jumped in the meet; alternates are not eligible.

(CONTINUED PAGE 10)



# The FABLE of the GodFrogs

by CHAZY PAT

ONCE AND THEN THERE WAS, of all things, a frog. Not your usual bumpy or horny frogs, but a nice slick-type frog by the name of Clyde.

Now Clyde achieved his standing as the Godfrog while I was still a tadpole. So, the first days of the Godfrogs, as the entire group of slick frogs came to be called later, are somewhat muddled in my mind.

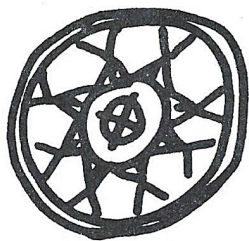
Anyway, near as I can tell, Clyde was brought up in the waters along the runway of old Beeline DZ, just 40 ft. from the rock-hard target. The terrible tadpole fear he had of the roar of the airplanes would always turn to ecstasy and hopping wonder at the pop and glide of the pretty, oh-so-beautiful, waltzing of the colorful canopies as they passed overhead to crash on the ground.

More than anything else in the world, Clyde wanted to be a parachute. He dreamed and he schemed. And he figured that he could do it. After all, he had made it from a fish to a frog, so why not from a frog to a parachute? Frog logic at its finest, pure and simple. So he set at it. He figured and pondered. He compared the waltzing glide of the parachutes to their unfortunate demise into a limp nothing. They reminded him of the windsock which always died with the wind. But careful study showed him that it wasn't the wind that killed canopies, but rather their contact with the ground. This was proven beyond doubt when on several occasions Clyde distinctly heard terrible screams, curses and moans of pain when the canopies crashed into the ground. The fact that the wind sock was snapping with life added further proof to this theory.

On his way one day to do a postmortem on a recently killed canopy, Clyde discovered the People-Totems. Up to this point, he had naturally assumed that the lumpy objects which dangled beneath the beautiful parachutes were ballast -- dead-weight and nothing more. (This theory is still adhered to in some government circles.) At this point, things become rather fuzzy insofar as frog lore goes. It is a pity that so many frog facts have been lost in the mind-smashing quivers of frog fear. For when grasped by one of the People-Totems, Clyde went into the active stage of frog fear, which is to say he was so scared that he wet his pants. He also wet copiously on the People-Totem at the same time. (continued on p.10)

AN DA FROG SEZ.....  
(STOP ME IF YOUZE HAVE HEARD  
DIS ONE BEFORE)

WEH DOC, I'ZE WONDRIN  
IF YOU COULD AMPUTATE THIS  
OVERSIZE WART ON MY ASS?



StarCrest  
News

The Star Crest Skydiver Award, otherwise known as the "hula hoop jump", was claimed by the first group to successfully build a legal 8-man star after passing through a hoop held by 2 others in freefall. The momentous event took place July 26 at Elsinore, Calif., following extensive discussion of technique at the local pub (where the honored hoop is hung over the bar). Participants included Bob Butt, Dave Slater, Dennis Ray, Bill Edwards, Hank Asciutto, Larry Langrand, Al Babich, John Campbell, Ralph Johnson, John Hager

The StarCrest is planning publication of its very own newsmagazine. The pilot issue (Sept. 1975) includes a bit of history about the Star Crest, how the organization operates, names & places of the first 500 SCR awardees, letters and pictures. Send \$1.00 for your copy to P.O.Box 4277, Bakersfield, California 93307. Bill Newell would really like to get this venture off the ground to report Relative Work and StarCrest happenings worldwide.

StarCrest registration costs have been raised from \$6.50 to \$8.00 for SCR, SCS, NSCR and SCSSA numbers. All other prices (duplicate membership cards, decals, patches and 16, 24, military 10-man awards) remain the same. The Star Crest silver medallion (SCS) is now \$25.00 (sterling silver, on a good chain.)



## SHARING IDEAS

Dave Bellak has a dynamite idea for sharing necessary info that should help spread sequential RW around to more drop zones. Dave is a Sky-Freak who has traveled around the country, east to west, for the past two years. "I noticed that ideas were slow to travel from place to place," he says, "and often what was accepted procedure on one DZ was unheard of elsewhere. New methods, concepts, techniques rarely were given a broad forum, and frequently remained the property of the area's divers. Everywhere communication was low, though curiosity was high concerning the skydiving at other DZ's."

Dave came up with the idea of circulating jump sheets on completed skydives among DZ's. Each jump sheet is a blueprint showing simply and precisely how the dive was done, step-by-step. He feels it will help give significant impetus to sequential RW and be a simple, efficient means of exchanging ideas among DZ's. He has sent "kits" of binders, jump sheets, "little-man" stamps and ink pads for diagramming and sample jump sheets to several DZ's to encourage them to participate and circulate their newest successful dives through him to others. For more information, write to Dave at Hangar #2, Hanover City Airport, Ashland, Virginia 23005.

\* \* \* \*

USFET members and some sequential RW freaks from Seattle performed maneuvers at the Canadian Nationals recently, jumping from two C-206's. According to USFET team member/photographer Rande Deluca, it was a well run meet and a good time for everyone. He said that Jerry Bird's team was there on special invitation, and that they performed some hot combinations of speed stars and sequential maneuvers on every dive of the meet.

Rande also reported on a unique money-raiser in which the Canadians "auctioned" off style and accuracy jumpers prior to the meet. Some sold for as much as \$60. After the meet, the "owner" of the winning jumper's name got 40% of the pot, and the remaining profits went into a fund to support the Canadian RW team's bid to attend the World Meet.

\* \* \* \*



Some sequential dives executed by the girls at Issaquah, Wash., were filmed by Rande Deluca, photographer for the USFET. He reports that six girls from Issaquah flew a 6-girl wedge, a 6-girl donut flake, and a 6-star to two 3-lines to a Bar-Bell.

## ALL-GIRL SEQUENTIAL



## SOME OF THE BEST AND MOST AUTHORITY-ATIVE MATERIAL ON HOW REFERENCE MATERIAL

to do sequential/maneuvers RW is the SPOTTER's Special Sequential issue (May/June 1975), SPORT-SPRINGER's Special

World Cup issue (July/Aug 1975), and Skratz Garrison's article, "Patterns in the Sky", in PARACHUTIST, July 1975. RWunderground's book, "The Art of Freefall Relative Work," also includes a section on maneuvers. Every RW'er into sequential/maneuvers should have these references on hand.

\* \* \*

Last we heard, the USFET wasn't able to get as many jumps at Warendorf as they had hoped for. They were fighting for every load they could get. Their flicks (Cottingham and Deluca), however, were drawing good crowds every time they were shown. And some of the teams were reportedly trying their wings at other maneuvers.

\* \* \*

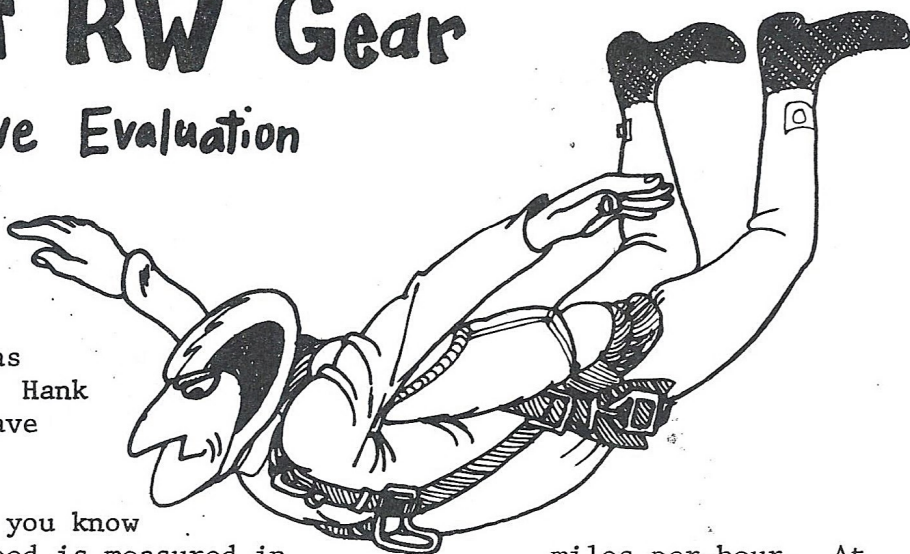
**PARACHUTING'S UNFORGETTABLE JUMPS.** Fantastic true jump stories (the greatest jump stories ever told). Over 200 spectacular photographs. Plus a free color poster. (See January 1975 Parachutist Magazine, page 26, for further information.) Or send \$12 for a copy of this magnificent book (6 x 9 hardbound) to Howard Gregory, Box 66-J, La Mirada, CA 90637. (\$12 includes handling and shipping costs.)



# Ultra-Lightweight RW Gear

## ...an Objectively Subjective Evaluation

Sir Isaac Newton should get all the blame for the lightweight RW gear revolution. It was he who invented gravity and MOMENTUM. (I think it was Wildman who invented light RW gear. Hank Ascitutto, John Sherman and others have made it a reality.)



Momentum is easier to understand if you know that it is somewhat like speed. Speed is measured in \_\_\_\_\_ miles per hour. At terminal velocity, your speed is about 120 mph. Momentum is a quantity that is equal to the product of your weight multiplied by your speed. Momentum changes whenever your weight or speed changes. The less you weigh the less momentum you have and so the easier it is to reach maximum speed in an approach, and the easier it is to stop quickly, too.

For example, say you jump lightweight gear:

your weight	165 lbs.	
gear weight	<u>27</u> lbs.	
TOTAL	192 lbs.	times your speed (120 mph) equals your momentum <u>23,040</u>

Or if you jump regular weight gear:

your weight	165 lbs.	
gear weight	<u>42</u> lbs.	
TOTAL	207 lbs.	times your speed (120 mph) equals your momentum <u>24,840</u>

There's a quantity of 1800 ...a 7 percent difference. Aw, screw the numbers.... it all boils down to the fact that one pound of weight is worth a 51 percent bonus in momentum. And, the lighter you are, the more your gear weight affects your momentum. So to conclude, IT'S GOOD TO HAVE LIGHT WEIGHT GEAR!

Here are RWu's impressions of some current lightweight systems and canopies:

HORNET -- No data available.

PIGLET II -- Best hard-core RW system. Ultra-light weight, low profile for exits and tracking. Canopy weighs 9½ lbs. Reliable openings, fast and easy to pack. Lands hard; must be handled and landed like a Lopo ...does not handle like a PC ...more drive than a PC, low turns result in crash and burn. Best landings by hauling down on the rear risers at about 30 ft. off the deck to kill the drive (especially in zero winds). Not recommended for people over 180 lbs. Inexpensive at \$320 (canopy only). RWu-recommended for serious but lightweight relative workers. Entire system weighs 27 lbs.

SIERRA -- Entire system weighs only 27 lbs. (canopy 11 lbs.) Canopy handles like a PC, packs like a PC, but opens quicker than a PC. Lands softly. Unstable in a sink. Production versions are said to be inferior to the custom ones jumped at the Nationals. Good, well-designed harness/container system. Canopy costs \$355.

STARLITE -- Canopy weighs 10 lbs. 4 oz. Harness/container bulky and high profile, but flies well in freefall. Canopy handles like a PC, packs like a PC. Easy to control near the ground on landing, soft landings, good drive. Unacceptably hard openings. Opening shock said to be controllable by an OSI recommended by many owners. Dimensions of OSI are said to be 4 inches wide and long enough for exactly 3½ wraps around the lines. No velcro. Canopy costs \$333.



## More on Gear...

**STRATO-STAR** -- Best general-use RW system. Best all around parachuting canopy ...canopy of choice for heavy weights; a pilot's canopy. Read the flight instruction manual! Weighing about 13½ lbs., it's 6 lbs. lighter than a PC. Packs smaller than a PC; takes longer to pack. Reliable and soft (slowish) openings. Fun to fly after it's open; will get you to the drop zone when the spot's bad. One-foot landings. Expensive at \$550 (canopy only). RWu-recommended for serious but heavy relative workers.

**CHEAP ALTERNATIVES** -- If you haven't much money, then here are some low-cost options:

1. Jump a reserve as a main canopy. 4-line release. Lightweights only!
2. Jump a 28-foot that has been "guttled" (see details below). 4-line release.

RW canopies rated by RWu (piggybacks):

Rig	canopy weight	system weight	harness & container	opening shock	flight	low turns	landing shock	no-wind landings	packing difficulty	opening reliability	RWu SCORE *
P.C.	3	4	4	9	8	5	5	4	5	6	53
StratoStar	6	5	7	10	10	1	9	6	3	9	66
Piglet II	10	10	8	5	5	1	5	3	8	9	64
Starlite	10	8	4	1	7	3	5	4	6	3	51
Sierra	6	10	9	6	5	3	5	3	6	6	59

KEY: 1 = unacceptable

5 = fair/good

10 = excellent

\* Remember, only time can rate canopies.

### RWu tip:

#### Shortline Your Reserve

Security 26-ft. reserves may be safely shortlined three feet without affecting descent rate or opening reliability.  
Result: a lighter, smaller reserve.

## Gutting your Cheapo

by C. Nelson, F.B. #1

reprinted from Freak Brothers Flyer #3

"You can reduce bulk in your cheapo by "gutting" the 550 that runs through your canopy.

"Running inside the braided tube that makes up 550 are seven 35 lb. test lines (testing out to 245). This means that the braid is 305 lbs. test.

"Using a seam ripper, open up the canopy just enough to get the 550 out. Make the incision 1 inch below the zig zag stitching near the skirt. Pull the line out (4 inches or so) for easier access. Using a hard lead pencil, separate the weave of the braid. (This braid is similar to Chinese finger cuffs.) Increase the size of the pencil hole by using a football inflater or dull penny nail. Pull out, count, and cut the 7 inner lines. Tie a surgeon's knot so the cut lines won't slip back in.

"Repeat the above (except tying the knot) 1 inch above the highest zig zag stitch near the apex. Put tension on the canopy. The knot near the skirt will put the lines back in the

-continued on p. 7-



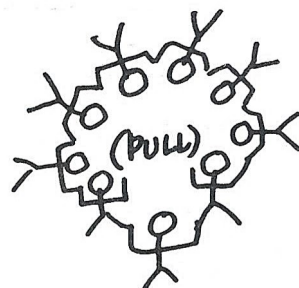
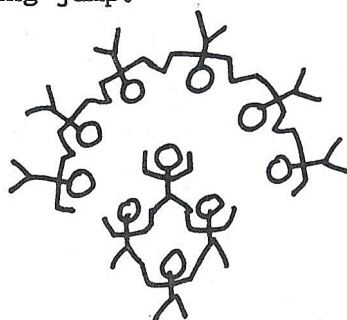
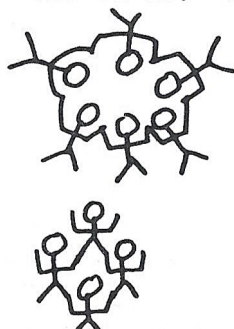
# Patterns in the Sky

by Skratz

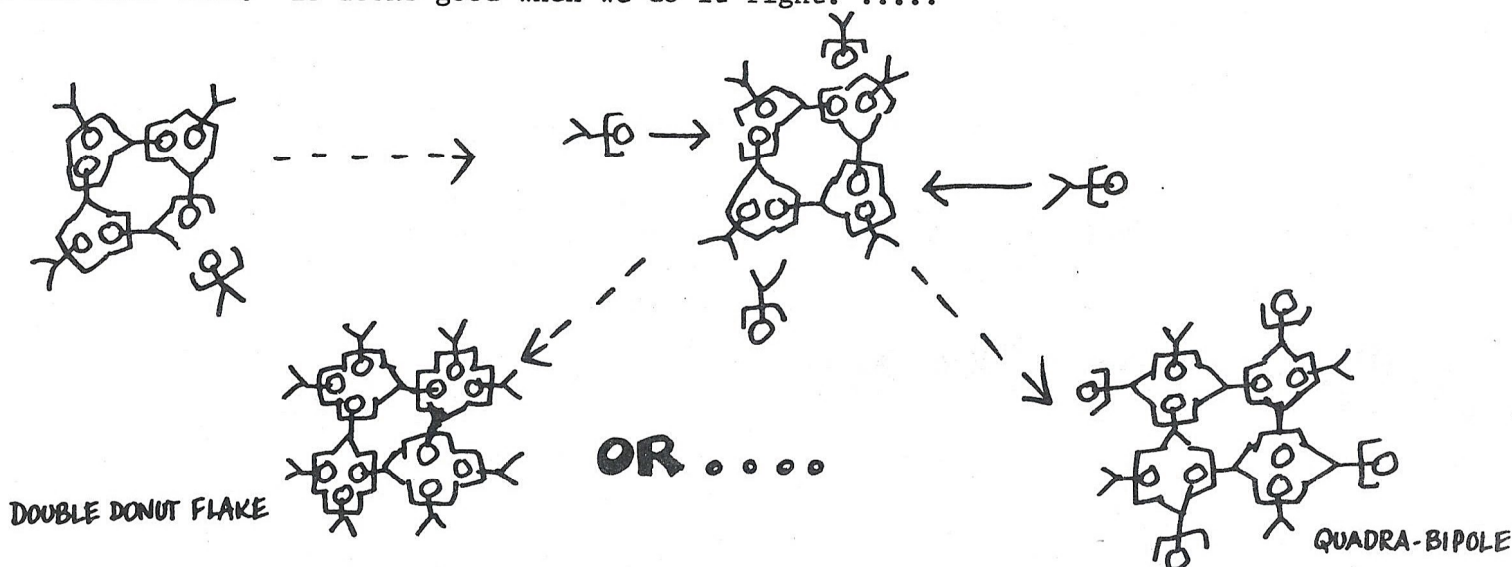
Garrison, SCR-16

If you dug Skratz's "Patterns in the Sky" thing (July PARACHUTIST), here's some more to whet your whistle. Skratz is a member of the U.S. Freefall Exhibition Team. He drove from Los Angeles to Casa Grande, Ariz. to practice with the team every weekend throughout the spring. "When I think of the implications of what we are doing," he says, "it gets so interesting and complicated that I can't even keep track of it. Any size load and anything you can figure out how to do ... it's a healthy development. The natural evolution from competition to cooperation. Speed stars taught us about exits. Now we have time to learn something about skydiving. That ... is exciting."

Here's Skratz's description of a Venus Flytrap: "It starts as a six man star flying in front of a four man diamond. The star opens into a line -- the line and the diamond fly together -- the line closes on the wings of the diamond -- and the point of the diamond pulls out of it. What an interesting jump!"



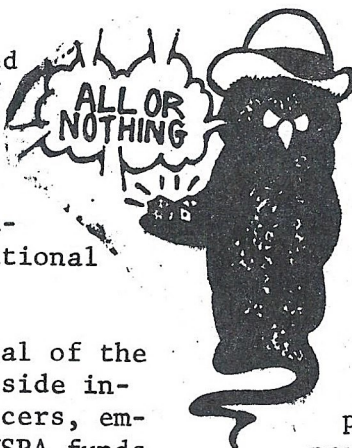
Skratz describes a quadra-bipole: "It starts as a four point donut-flake. The next four can come in like the first flakes did and make it a donut double flake. Or they can fly into the same slot backwards and form a quadra-bipole. It really changes the character of the jump. On all of these jumps each group or wave is supposed to fly in as a unit -- all at the same time. It looks good when we do it right. ....



..."Take a size 8, red donut-flake some Sunday afternoon and have four people in yellow fly in backwards to form a quadra-bipole... Schafer gives the cut. Rande backs out and swings to the rear, being careful not to bump his camera. Amazing. Constantly amazing. Camera jumpers are a breed apart from us ordinary skydivers. Grab ahold and start oozing around the door frame to the front. Urk! Strain! It's really windy out here, being forward floater. Zinger squeezes out between us. Twist down, looking under his left armpit -- Melroy's face -- counting -- three-two-one-GO!! It's a neat position, forward floater, almost like coming from another airplane. The base dropping away and the rest of the load stringing up in a perfect curve leading right to the door. Start side sliding down, and (see next page)



A class action suit has been filed against the Board of Directors of USPA and Executive Director Norman Heaton on behalf of the membership by Lyle Cameron, editor/publisher of SKYDIVER magazine and president of the International Freefall Association.



## Cameron vs. U.S.P.A.

In a letter to the attorney general of the (incorporated there) Lyle requested outside in- and corrupt practices of the officers, em- He leveled charges of misuse of USPA funds, including Championships in Tahlequah in 1972, an improper policy on the use of narcotics, and a poor record in the area of safety on the part of USPA. He alleged that a "Clique" of 8 directors acted illegally to expell members in good standing (Lyle was removed from the BOD in 1972) and to put SKYDIVER magazine out of business by influencing the withdrawal of advertising revenue by major advertisers.

State of New York (USPA is incor- vestigation of the "fraudulent ployees and some of the Directors." particularly at the XI World Parachu-

### Gutting Your Cheapo



#### CONTINUED...

canopy while it's under tension. Make sure the lines go back into the canopy so you can pull the "guts" straight out, or the "finger cuffs" principle will work against you. Have someone pull the guts out slowly while you stroke the canopy as needed.

"Total bulk reduced is about the size of a football. The remaining braided tube will act as reinforcement tape would. It'll take you about 2-3 hours.

"Also, you can shortline your cheapo 2 feet. Open (or loosen) your chest strap after opening and it will fly the same. This will save you one line stow. If you shortline more than 2 ft., you'll ruin the flight characteristics of your canopy.

"The 28-ft. is too large to get any real benefit from inverting the apex. You'll come down slower, but you won't get much drive."

("GUTTING YOUR CHEAPO" REPRINTED FROM FREAK BROTHER FLYER, A STRANGE AND STRANGELY WONDERFUL COLLECTION OF NEWS AND VIEWS PUBLISHED FOR MEMBERS OF THE FREAK BROTHERS ORGANIZATION ... "Freak Brothers have a 'head start'." ... FMI: F.B., 915 Middleton, Lisle, Ill. 60532)

### Patterns in the Sky (continued)

to the right--relativizing with the center of momentum of the initial diamond that is already starting to form. Settling in as they donutize--fine tuning with the flow of the donut. It's a good swoop--everything feels right. Grab the jumpsuit right where it's flapping on Melroy's left knee--right hand reaching for Zinger's left. Look up to see the happy, bearded smile. TAYLOR?!?!??? YAAGGGHHH! !!! I've flaked out and spaced the wrong slot! Let go like a hot potato and track-slide-hurry around to the right one! The jump continues, but we run out of time and don't finish it.

"Every time we try it we learn a little more. Yesterday--through the quadra-bipole into the breakup--through the grip switch into wedges--coming out of the turn and catch sight of the other three--and that's when you know. Off to the left...a little low--out in front...even with us--to the right...a little low. The electric realization! It's there--we have the altitude--we can do it--everybody knows it. Everything got very smooth and synched and clear--even the air felt smooth--and the jump started happening at 200 frames per second. The wedges flowed together--nearly a simultaneous dock--the last cluster grip closed on the other side--WE DID IT!!! You can yell much louder than you can type. They heard us on the ground. That's about as closely synched with 11 other people as I have ever been. We are clearly skydiving at the edge of our ability, and it is wonderful."





# **PIGLET II R.W. SYSTEM**


**BY  
PARA INNOVATORS**

**It's Small  
It's Light  
It's Reliable  
And It's The Choice  
Of The 1974 And 1975  
National Champions.**

This parachute equipment  
is approved by the FAA  
under TSO-C23b and FARs  
21 and 37.

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INNOVATORS**

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**First World RW Championships:**

**WORLD CHAMPION 10-man team...100% Piglet II  
2nd place team ... 70% Piglet II  
World's Fastest Star ...Capt. Hook's  
Sky Pirates, 12.1 sec. using Piglet II's**



# Subterminally Relatively Working

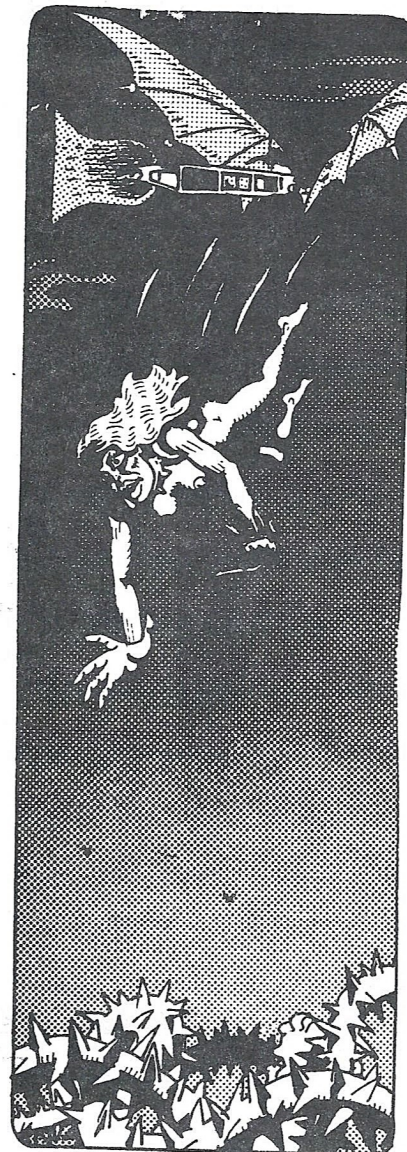
**F**lying in thin subterminal air just after exit, with only the prop blast for support, is tricky. If your group can build a 4-man in six seconds, hanging from a Cessna, then you're good at sub-terminal RW.

The original Greene County 4-man team could do it in less than 4.5 seconds from a C-180. Out of a Twin Beech, Capt. Hook & the Sky Pirates builds 'em in under 10 seconds.

**T** rue subterminal RW is one-shot relative work ...there's no going back. You gotta do it all on a thin Relative Wind. That means the wind you're working on originates from the aircraft speed (the propblast). It takes about 10 seconds to shift so that the wind you're working on is "blowing" from below you instead of ahead of you at terminal velocity.

**H** ere are some things to remember about doing subterminal RW, whether you're jumping a base, pin, floater or flyer position:

1. There is no "base" in subterminal RW. At subterminal every RW'er is either a floater or a diver. A good base is actually a good floater who floats up to where the pin-man will be when they meet in the quiet air.
2. Be aware that your working air starts from the propblast (your direction of travel).
3. After exit, just lay against the propblast for an instant; feel it. If you want to move down toward the maneuver, flare briefly against the Relative Wind of the propblast. This helps kill off the aircraft's 80 knot speed so that you can start going the other way. You only start to move away from the aircraft's flight path and toward the star when you've dissipated the velocity imparted to you by the aircraft.
4. Then dive downward with a relaxed attitude, making sure you cover any horizontal distance required. Settle into the vertical via an RW Stable configuration (see "The Art of Freefall Relative Work" for a diagram of this position). Settle into your slot and enter.
5. To avoid catching a backpack or somebodyelse's body on an expanding or sliding star, modify the vertical settling of your RW Stable into a short horizontal swoop. In other words, use the kinetic energy of your relatively faster drop rate to glide horizontally and enter.
6. If you're good at it, you can drop into a slot from directly above. To do this, you "elevator" down between the columns of vacuum left by your skymates on either side. Locate their body burble with your hands. Feel its pressure on each hand from the bodies on each side of your slot. Dance down the column of air between them using your arms, feet and body to settle in. (By the way, this is a VERY ADVANCED TECHNIQUE and you're stupid to try to use it unless it will work 100% for you. It's a skill you will lose quickly if you lay off jumping, even for only a couple of months.)
7. Instead of trying to "get to" somebody, you should concentrate on where you're supposed to be: A point in space that lies in future time.
8. In order to float, exit in a relaxed manner so you can body surf up the wind blast from the prop to reach the maneuver. Use this technique whether you're a "floating" base man or a "floating" flyer.





# Fable of the Godfrogs - continued from page two

And thus it was that frog fear led to the discovery of the 7200-foot Swoop and the foundation and propagation of the Godfrogs. Because shortly after Clyde did his frog fear bit, the wrath of the People-Totem caused him to be thrown with vigor out the open door of a jump aircraft at 7200 ft.

Once in freefall, Clyde really began to work on becoming a parachute. While he enjoyed the fun of freefall, he nevertheless felt it his duty as a frog to avoid becoming a flat frog as a result of sudden contact with the ground. So as he fell, he thought. And as he thought he got the frog fear which looked so beautiful from the ground that people began to copy the effect using smoke as a substitute. In order to think better, he stabled out. He was seen to do so by an old Frenchman who stole the idea and named it the French Frog. Then in the midst of near disaster (89 feet) came the glimmer of the idea which was later to make Clyde the Godfrog. Putting his hands to his sides, he started into the Froggian Swoop. Now since the initial stages of the Froggian Swoop cause a surprising amount of horizontal displacement, people types on the ground were heard to remark, "Man, would ya watch that crazy frog! He's flat trackin'!" And thus, the "track" position was born. Unfortunately the newspapers got Clyde's name wrong so today the "track" is miscalled the Max-Track, when it should actually be called the Clyde-Track. Anyway, performing a perfect sequence of swoop-arch-upswing-touchdown, Clyde landed right in front of a group of young frogs who were protesting the increasing use of frog legs as a food item, and the term "demonstration jump" was born.

More importantly, however, the Godfrogs were born. (TO BE CONTINUED)



## WORLD RW at ...WARENDORF

(continued from front page)

In combination scores (combined 10-man and 4-man) the five top countries (out of 13 eligible) were U.S.A., France, Germany, Holland and Sweden.

Paul Tag as U.S.A. Team Leader, and Dan Poynter as USPA liaison, both received high praise from U.S. team members who felt they did an excellent job for the team, both in training and at the meet. The team also received fantastic support in the way of lodging, hospitality, and aircraft (13 Huey jumps for the 10-man team) from the Sport Parachute Club at the Lakehurst, N.J. Naval Air Station just prior to departing for Germany. Special mention was also made of the sport parachute club at the U.S. Army base in Mannheim, Germany, which extended their hospitality to both the U.S. team and the U.S. Freefall Exhibition Team. Capt. Ron Sinclair arranged special transportation of the U.S. Team to the Warendorf site.

## National Combination Trophies (continued from page one)



The Combined Relative Work trophies were won this year by Mike Gennis (also a winner last year), Sandy Sandoval, Mike Steele and Carl Winther (also a winner last year). Their 4-man team, Sierra Madness, placed 6th in that event; their 10-man team, Sierra, placed 3rd in the 10-man event.

Runners-up for the honors were Dennis Dean, Dennis Downing, Gary Henry, Gregg Reisinger and Jim West, all of the Brand X 4-man and 10-man teams, and Bob Feuling of the Poultry Products 10-man team and Grunt & the All Stars 4-man team.

RWunderground established the Combined RW Awards in an effort to support and promote all phases of relative work competition. There can be no individual overall RW champion because relative work is a team event.



# PIG PEN'S SUPER SWOOPER BOOGIE GOGGLES



• Lightweight  
• Machine-Stitched  
• Scratch Resistant Lens

• No Distortion ...  
lens is cut  
before it is rounded

• Available in light-adjusting green & clear

SUPER SWOOPER -- Jim Huyett  
Box 77131, Atlanta, Georgia 30309

**\$4.00 EACH**

## RWu tips:

**HOW TO BE A "FLOATING" BASE** . . . just exit and move into a relaxed delta (rather than flaring into the relative wind of the prop-blast, as a flyer might do). Said another way, after exit, let your arms blow behind you and relax your chest as you arch slightly. Like the feathers on an arrow, your arms and legs will "weathervane" you toward the airplane. As a result, you don't turn to face the pin, rather you let the wind turn you to face the pin. Then you fly this wind to dock with the pin.

**1.1 CANOPIES CAN LAND SOFTER!** . . . Simply sew shut the apex of a regular 1.1 canopy. Seems to slow the descent about 10 percent.

## Folks Write us:

BILL STAGE, USPA

Western conference director, commenting on Capt. Hook & the Sky Pirates' performance at the World Meet: "From 3rd place, 9 sec. behind, to winning is like being 1000 feet below a star that's floating and getting in, when you weigh 220 lbs. and don't have bells."

. . . . . BILL MINYARD, Memphis, Tennessee, want to let Capt. Weird (whose poem appeared in the last issue of RWu) know

Bill also invites jumpers passing through Memphis and within getting there distance to stop by Covington, Tenn. where they have two Beeches for good jumps and good times.

. . . . . SPENCER GOGEL wrote to tell us about northern Ohio's first 8-man night jump. Combined forces of the Grafton Skyhawks and the Cleveland Sport Parachuting Club in Parkman accomplished the night SCR in June from two C-185's. Daylight practice consisted of some fine 8-man sequential jumps, too.

# Hey!

We don't publish this newsletter on a "regular schedule" but we try to do right by you. We try to pack plenty of news and how-tos and other good stuff into every issue. And we try to keep up with all the movin' around you people do (when you remember to send us your address changes). We try to make sure you receive six or seven issues for your \$3.50, and if you send us more than that, or renew before your time's up, we extend the time for that, too. So, though we don't publish as often as you think we should, we guarantee you'll get your money's worth! And if you're not completely satisfied, return the unread portion of the newsletter and we'll return the unspent portion of your money.

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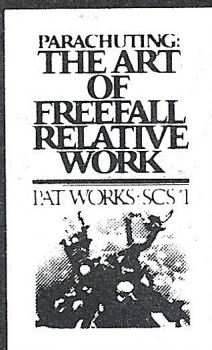
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## .. coming events ..

**ZEPHYRHILLS ANNUAL TURKEY DAY** -- a full week this year, beginning November 24, Monday. Three events: 20★, 10★, and 16★-sequential. Meet directors trophy to the speed star (10★) team that does a sequential thing after the star. FMI: Si Fraser, Box 1101, Zephyrhills, Fla. 33599

**3RD ALL WOMAN PARACHUTE MEET** -- April 17-18, 1976, Pope Valley, Calif. Accuracy and team RW & accuracy events, some with guys involved. Medals, trophies, prize money, too. FMI: Tanya McDonald, 3644 Ohio Lane, North Highlands, Calif. 95660

## HOW TO DO BETTER RW

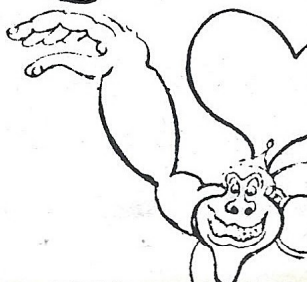


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