

hot TIPS and TRICKS for STAR CREST

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A STAR CREST IS AN APF AWARD GIVEN WHEN YOU ACHIEVE THREE 8-WAYS, DOCKING FIFTH OR LATER (DETAILS IN SECTION 4.1 CREST AWARDS IN THE OP REGS). WITH A STAR CREST RATING, YOU ARE ABLE TO DO SKYDIVES BIGGER THAN 10-WAYS. THIS IS A PROCEDURE FOR A STAR CREST JUMP WITH SOME EXTRA POINTERS.

Typical Dirt dive

- **Introduce** yourself to anyone you don't know
- Use suitable **formations** (inward facing types, 3 points)
- Be in a formation & exit **slot** you are **comfortable** with
- Have an **experienced** person in the **base** for heading/fall rate control
- Build **first point** acknowledging **opposite**
- **Go through jump** including exit, walk through, break off, canopy flight

Tips

- People who dock on the base (called "flakers") go back 10 paces at the walk through and **identify** the colours of the **base** and include it when you go through the jump in your head
- Do a real time **dirt** dive
- If you have a question – **ask!**
- Be calm, have fun and don't think too much

Exit

Set-up

- Be **precise** in your set up
- **Look** for count / giving the count you **look** for no movement
- Stay **calm** (don't put pressure on yourself – breathing helps)

Exiting

- **Time** your exit correctly
- **Present** to relative wind
- Look for base straight away and **pick your heading**

Tips

- **Floater**s (outside aircraft) are generally **closer** to the base for docking.
- As **divers** (inside aircraft) set up **further** back in the plane their dive will increase at an exponential rate.
- **Concentrate** on the exit; think about the dive once in freefall

Approach and docking

If a **line** is drawn **from** the **centre** of the formation **through** your **slot** this is the **approach heading** (this area of approach is called your sector or quadrant). It gives you a straight in approach and solves "traffic problems".

The parts of approach can be broken into three parts:

- 1) **Stop about 10m away on a 45-degree angle** and **assess** the fall rate.

Tips

- When diving the more we pull our arms back the steeper and **faster** the **dive**; so be aware we have to **stop earlier** in a steep dive
- **Staying above the base is essential.** The main cause for going low is rushing – so don't (it is about 4 times slower to come up on a formation than to come down)
- You can **adjust** your dive body position **throughout** your dive

- 2) **Stop one body length away on level and match fall rate**

Tips

- Get **eye contact** with your **opposite** (you can wink or nod at them to make sure they're looking). This stops staring at grips (we don't stare because we lose fall rate and distance perspective – besides, it's rude to stare)
- Do **small body movements**; nothing radical because your dock should be slow and controlled (as you get more experience speed comes)
- Larger formations **tend to slow in fall rate as they build** (it can be like the formation is coming up to you)

- 3) **Move forward, stop and pick up grips**

Tips

- Maintain eye contact/**centre reference** while moving forward and **glance** at the **grips** you are picking up
 - You have just docked and must **keep flying**
1. **Look** through the **centre** for fall rate reference
 2. Work towards the centre by **using** your **legs** – probably more than you think

Break off

- Stick to the plan and stay **disciplined**
- Leave on **time, flat-track**, stay on the lookout for others, no "short tracks", remember the camera flyer above
- There are too many people with differing experience levels for back loops, jumping on people etc.

Canopy flight

This is the hot topic at the moment and needs to be planned. Cover **flight path**, landing pattern/direction considering such things as canopy sizes and experience.

Tips

- Once in clear air, look for other canopies and **count** them
- Be aware of **different canopy** performance (Star Crest loads have a wide range of experience on them)

In General

- If you find yourself **directly above** the formation – **move** straight away
- If you find yourself **below** the formation and you can't get back on level then just before break off - **track away**
- **Dress for success.** If you have a fast fall rate use a baggy suit/swoop loops if you need them. If you're on the light side and in the base use lead if you need it

This is a guide. Any comments please contact Mossy at alanmoss@milehigh.com.au

Last Issue comments on Weight Vests

- 1) This was missed – Women often wear lead high in their weight vest because they bend at the hip and tend to be chest high. When changing to weight belts, the women that use them don't find the centre weight an issue. It actually helps to have the weight around the centre of gravity for movement, particularly turns.
- 2) We use lead to give us a "relaxed body position" which is different to the "lazy body position" referred to in the B Rel manual (I couldn't answer what the lazy body was and hand-balled it to Chappo).