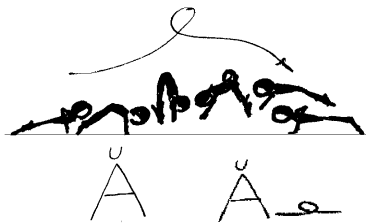












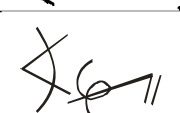


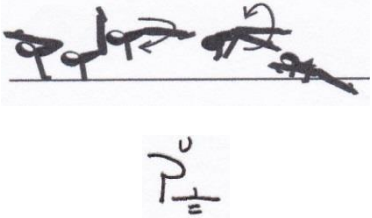
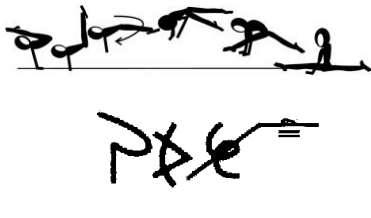


























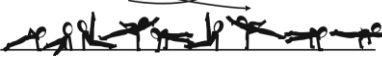
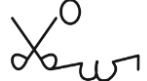



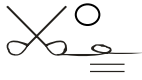




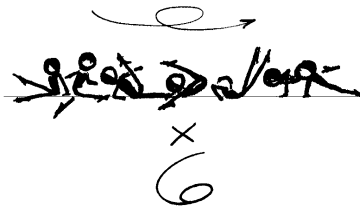
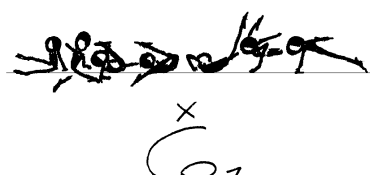
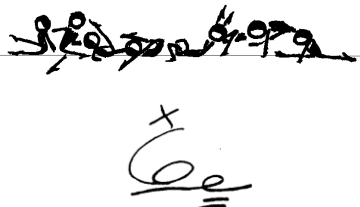
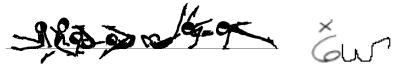
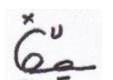

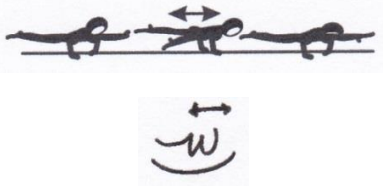


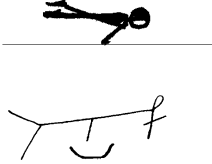
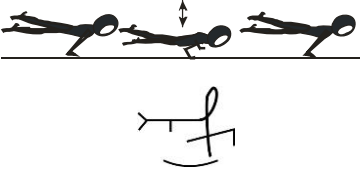

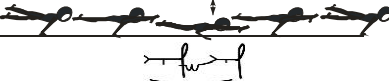

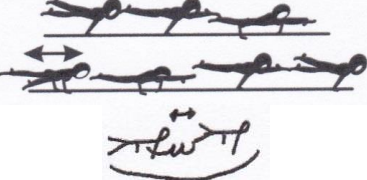

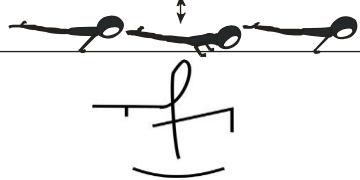
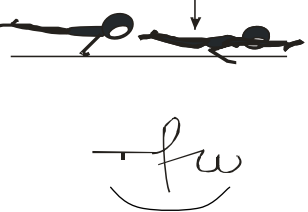
0.6	0.7	0.8	0.9	1.0
<p>A 186 EXPLOSIVE A-FRAME 1/2 TURN OR EXPLOSIVE A-FRAME 1/2 TURN TO SPLIT</p> 	<p>A 187 (a) EXPLOSIVE A-FRAME 1/2 TURN TO WENSON</p>  <p>A 187 (b) EXPLOSIVE A-FRAME 1/2 TURN 1/2 TWIST TO BACK SUPPORT</p> 	<p>A 188 EXPLOSIVE A-FRAME 1/2 TURN TO LIFTED WENSON</p> 		
<p>A 196 EXPLOSIVE A-FRAME FROM 1 ARM</p>  	<p>A 197 EXPLOSIVE A-FRAME TO WENSON FROM 1 ARM</p>  			
<p>A 206 STRADDLE CUT TO L-SUPPORT</p>  	<p>A 207 STRADDLE CUT TO STRADDLE V-SUPPORT (or TO V-SUPPORT)</p>  		<p>A 209 STRADDLE CUT 1/2 TWIST TO PUSH UP</p>  	<p>A 210 STRADDLE CUT 1/2 TWIST TO WENSON</p>  

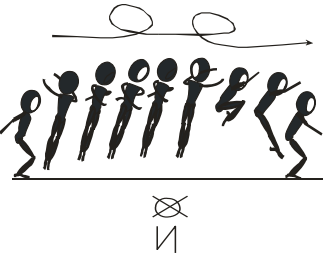
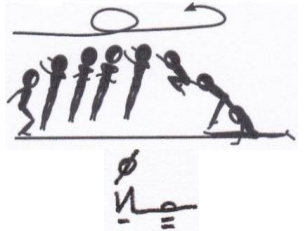
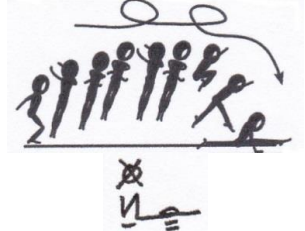
0.6	0.7	0.8	0.9	1.0
<p>A 226 HIGH V-SUPPORT ½ TWIST TO FRONTAL SPLIT</p> 	<p>A 227 HIGH V-SUPPORT REVERSE CUT ½ TWIST TO SPLIT</p> 		<p>A 229 HIGH V-SUPPORT, REVERSE STRADDLE CUT TO PUSH UP (SALVAN)</p> 	
		<p>A 248 HIGH V-SUPPORT ½ TWIST TO WENSON</p> 	<p>A 249 HIGH V-SUPPORT ½ TWIST TO LIFTED WENSON</p> 	
<p>A 256 HIGH V-SUPPORT ½ TWIST TO PUSH UP</p> 				

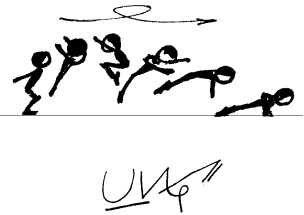

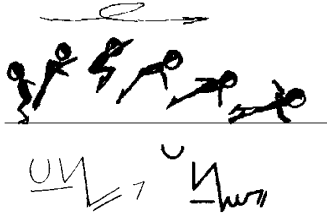
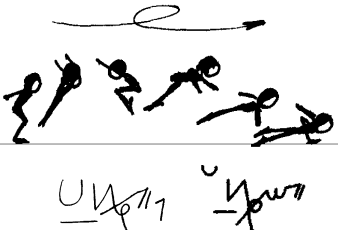
0.6	0.7	0.8	0.9	1.0
	<p>A 267 (a) DOUBLE LEG 1/1 CIRCLE 1/2 TURN TO WENSON</p>   <p>A 267 (b) DOUBLE LEG 1/1 CIRCLE 1/1 TURN TO SPLIT</p>  	<p>A 268 DOUBLE LEG 1/1 CIRCLE 1/1 TURN TO WENSON</p>  	<p>A 269 DOUBLE LEG 1/1 CIRCLE 1/1 TURN TO LIFTED WENSON</p>  	
<p>A 276 FLAIR TO WENSON</p>  	<p>A 277 FLAIR 1/2 TURN TO WENSON</p>  	<p>A 278 FLAIR 1/1 TURN TO WENSON</p>  	<p>A 279 FLAIR 1/1 SPINDLE TO WENSON</p>  	<p>A 280 FLAIR BOTH SIDES</p>  
	<p>A 287. FLAIR TO LIFTED WENSON</p>  	<p>A 288 FLAIR 1/2 TURN TO LIFTED WENSON</p>  	<p>A 289 FLAIR 1/1 TURN TO LIFTED WENSON</p>  	<p>A 290. FLAIR 1/2 TURN, 1/1 TWIST AIRBORNE TO PU (PIMPA)</p>  
	<p>A.297. FLAIR 1/1 TURN TO SPLIT</p>  		<p>A 299 FLAIR + AIR FLAIR (1 OR 2)</p>  	<p>A 300 FLAIR + AIR FLAIR (1 OR 2) + FLAIR</p>  

0.1	0.2	0.3	0.4	0.5
<b>GROUP A - DYNAMIC STRENGTH : HELICOPTER FAMILY</b>				
			<p>A 304 HELICOPTER</p> 	<p>A 305 HELICOPTER TO 1 ARM PUSH UP</p> 
			<p>A 314 HELICOPTER TO SPLIT</p> 	<p>A 315 (a) HELICOPTER TO WENSON</p>  <p>A 315 (b) HELICOPTER 1/2 TURN TO SPLIT</p> 

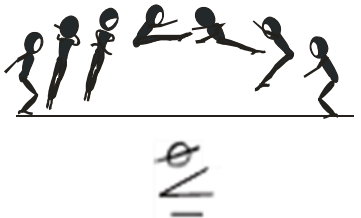
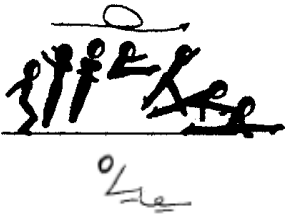
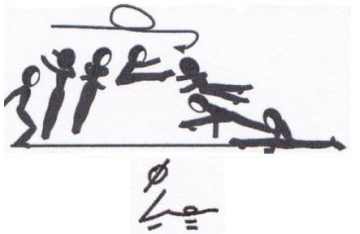
0.1	0.2	0.3	0.4	0.5
<b>GROUP B - STATIC STRENGTH : HORIZONTAL SUPPORT FAMILY</b>				
		<p data-bbox="922 225 1256 272">B 263 LIFTED STATIC WENSON SUPPORT</p> 	<p data-bbox="1339 225 1673 272">B 264 LIFTED STATIC WENSON SUPPORT BOTH SIDES</p> 	

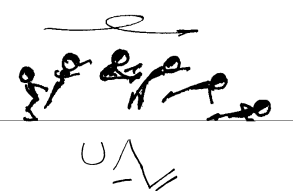
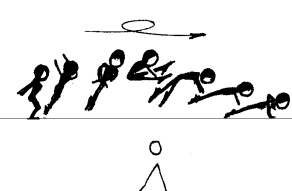

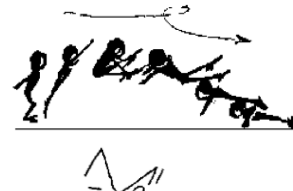
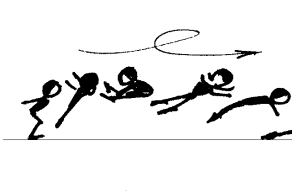
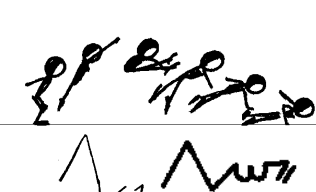


0.6	0.7	0.8	0.9	1.0
<p>B 266 STRADDLE PLANCHE</p> 	<p>B 267 STRADDLE PLANCHE TO PUSH UP</p> 			
	<p>B 277 STRADDLE PLANCHE TO LIFTED WENSON</p> 		<p>B 279 (a) STRADDLE PLANCHE TO LIFTED WENSON (OR TO LIFTED WENSON HINGE PU) BACK TO STRADDLE PLANCHE</p>  <p>B 279 (b) STRADDLE PLANCHE TO LIFTED WENSON BOTH SIDES</p> 	<p>B 280 STRADDLE PLANCHE TO LIFTED WENSON BOTH SIDES BACK TO STRADDLE PLANCHE</p> 
		<p>B 288 PLANCHE</p> 		<p>B 290 PLANCHE TO PUSH UP</p> 
				<p>B 300 PLANCHE TO LIFTED WENSON</p> 

0.6	0.7	0.8	0.9	1.0
<p>C 266 2/1 TURN TUCK JUMP</p> 				
<p>C 276 1 1/2 TURN TUCK JUMP TO SPLIT</p> 	<p>C 277 2/1 TURN TUCK JUMP TO SPLIT</p> 			

0.6	0.7	0.8	0.9	1.0
<p>C 306 1/2 TURN TUCK JUMP 1/2 TWIST TO PUSH UP</p> 		<p>C308 1/1 TURN TUCK JUMP 1/2 TWIST TO PUSH UP</p> 		
<p>C 316 1/2 TURN TUCK JUMP TO 1 ARM PUSH UP OR TO WENSON</p> 	<p>C 317 1/2 TURN TUCK JUMP 1/2 TWIST TO 1 ARM PUSH UP OR TO WENSON</p> 			



0.6	0.7	0.8	0.9	1.0
<p>C 436 1 1/2 TURN PIKE JUMP</p> 				
<p>C 446 1/1 TURN PIKE JUMP TO SPLIT</p> 	<p>C 447 1 1/2 TURN PIKE JUMP TO SPLIT</p> 			

0.6	0.7	0.8	0.9	1.0
<p>C 596 1/2 TURN STRADDLE JUMP TO PUSH UP</p> 		<p>C 598 1/1 TURN STRADDLE JUMP TO PUSH UP</p> 	<p>C599 1 1/2 TURN STRADDLE JUMP TO PUSH UP</p> 	
<p>C 606 STRADDLE JUMP 1/2 TWIST TO PUSH UP</p> 	<p>C 607 1/2 TURN STRADDLE JUMP 1/2 TWIST TO PUSH UP</p> 			
<p>C 616 STRADDLE JUMP TO 1 ARM PUSH UP OR TO WENSON</p> 	<p>C 617 1/2 TURN STRADDLE JUMP TO 1 ARM PUSH UP OR TO WENSON</p> 	<p>C 618 1/2 TURN STRADDLE JUMP 1/2 TWIST TO 1 ARM PUSH UP OR TO WENSON</p> 	<p>C 619 1/1 TURN STRADDLE JUMP TO 1 ARM PUSH UP OR TO WENSON (MARCHENKOV)</p> 