

difference is, according to the designers I have spoken to, all down to the aerofoils used – the better wings lose less altitude in energy-inefficient pitching movements than the others; they bite into lift, as we say. As a pilot you can learn to help your wing do this even better, now we will look into how this is done practically.

Flattening the sinus wave

We have learnt in a previous paragraph that if you are not climbing then you are on glide, and if you are on glide then you are on bar. How much bar is the 10.000U\$ question here – that depends on the almost infinite variables briefly touched upon in the previous paragraphs, but from reading that you could be excused to think that “on bar” was a static state of affairs – nothing could be further from the truth. In fact flying your wing on bar is going to be one of the most important skills you will acquire, as it requires constant adjustments to get the best possible glide through real-



66 Above: Getting the gliding dialled in air as active as what may be found around the Cheval Blanc, North of launch at St. André, France, is never going to be easy. Photo by Mark Hayman