

The Humptybump

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Airspeed and energy management are the key to this maneuver. If you come into it with plenty of airspeed and your glider is heavier rather than lighter, you should have enough inertia to carry you up into the Humptybump. You must quit while you are ahead, and before you run out of steam you must give down elevator so that the glider rotates downward. Once the nose is pointed down, you're home free. The illustration should give you a very good idea of what to do. The glider flies level briefly, then pulls up 90 degrees into a vertical climb, holds that line briefly, then pushes down into a (180 degree) half loop and briefly noses straight down, then pulls up 90 degrees into level flight.

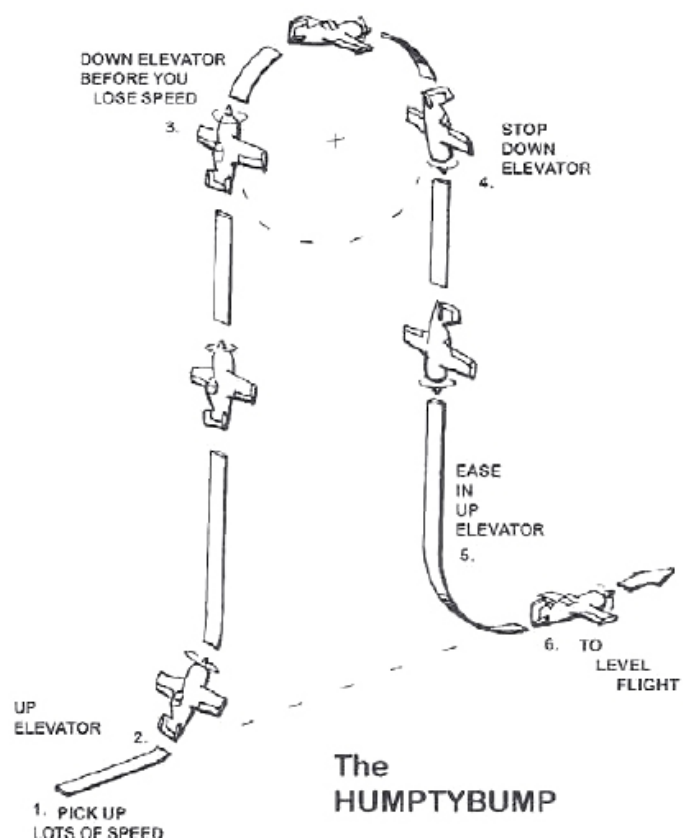
There are a few variations on the humptybump theme which might be useful for you to know if you have a very acrobatic sailplane. You can do a half roll either going up or coming back down. These are called, as you might expect, "Humptybump with a half roll", or "Humptybump with options". What's interesting about this? Humptybump now becomes a turnaround maneuver.

As I have said before, many maneuvers are simply rolls and loops (or parts there of) added together. As you can see the Humptybump with options is no exception.

Here is another quite interesting turnaround variation you go up, then you go down, and instead of pulling up elevator at the end to level flight as illustrated, you push in down elevator and exit inverted to level, going in the opposite direction. That would certainly be a novel and spectacular turnaround!

Remember, practice makes perfect. The Humptybump might at first seem difficult because of its vertical component, but with practice you will find that your sailplane can climb to vertical for a time. Remember also that you don't have to do the whole maneuver the first time you try it. You can try the first part, then the middle and then the end - all separately to become familiar with what you want to do. Then you can start adding the parts together until you are comfortable flying the whole maneuver. If you approach your whole acrobatic learning and practice sessions by mastering each part and then adding them together, you will be surprised at how easy some of these are.

It should also be said that some gliders will be more at home with some maneuvers than others. The bottom line is go out and see what you can do. You might be quite surprised at what you can accomplish with just a little practice in a short time.



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