



## 75 Head-Down Out-Face Carving

### Pre-requisites

Head-down out-face carving is among the first of the “blind” dynamic movements in bodyflight. “Blind” means your view is partially obstructed in the direction of flight. Before learning to carve out-face head down at higher speeds you should have first learned to belly carve at lower speeds to develop the correct body position and then progressively turned the wind up to higher speeds. The higher speeds force your body into a more vertical orientation, which we differentiate as head-down.

First, your instructor will give you a briefing that will cover all the safety aspects of this movement, along with the basic information for beginning head-down out-face carving.

### Objectives

The primary objective is to be able to safely and successfully carve around the tunnel head down, while facing the walls of the tunnel. Once you feel comfortable flying this position, if you have already learned head down in-face carving, you will be able to start transitioning between in-face and out-face carves and making them one fluid movement.

You should aim to be able to complete each carving maneuver using the correct position in a smooth manner and be comfortable flying each direction.

Completing this skill is one of the fundamental skills that will provide the opportunity for new combinations in your dynamic routines.

### Preparation

You may initiate this maneuver from either beginning in a head-down orientation, facing the wall or from a belly carving maneuver.

From a static neutral position, you will start near the wall, keeping a small amount of space between you and the wall to allow a clean airflow in front of you and from a belly carving maneuver, increasing the wind and adjusting to a more vertical body pitch.

### Technique and Drills

Keep these key elements in mind when learning this skill:

- To get a feel for how to control your shoulders, spend some time belly-carving in a tucked position at belly-fly wind speeds.
- Point the top of your head down, look at the wall, and de-arch your body as you carve around the tunnel on your belly, controlling your radius by how much you flatten or twist your leading shoulder.
- Because you have already developed your skills from lower speeds, the challenge now is to adapt to the faster speeds.

## 75 Head-Down Out-Face Carving

- Carving can be done with your head looking in any direction, but where your head looks can change where your shoulders are pointed, so be aware of this and try to move one independent of the other.
- At first, carving can make you a little dizzy. Rest assured that this sensation goes away after only a little while as your eyes adjust to the moving visuals.
- While carving at the faster speeds, check your body position and make sure you are keeping good habits and avoiding tendencies to incorporate static flying positions

### Post-Flight Questions / Suggestions

- How did your performance match the initial objectives?
- How much control have you managed, versus just going fast in circles?
- Were you able to maintain stability throughout while holding a constant speed, radius, and altitude?
- What techniques did you feel comfortable with and what can you improve on during the next session?

### What's Next?

Once you are carving at a consistent speed, radius, and altitude you may wish to add some mix to the maneuver. Slower, faster, up and down, tighter turns in a small circle and larger turns using the whole tunnel. Learn to carve in both directions, and then begin learning to switch from one direction to the other without leaving the orientation.

A lot of fundamentals can be learned from a belly carve at lower wind speeds, so don't hesitate to adjust the airflow down each time you learn a new part of controlling this carve.

If you can carve head down at this point both out and in facing, you may wish to learn to switch from one to the other and adding this to your mix. This is a good time to be flying dynamic lines with another competent flyer.



Head Down Out-Face Carving

