

George Petersons WingBlades 23/24FEB18 First Rides

“These skates are a game changer.” Martin Kimbell

I think so too.

The caveat: It is easy to mount up Dynafit tech bindings to the long Lundhag Nordic skates. It is also possible to use a Telebry or Viole release plate provided you have an adapter plate. You won't get the benefit of extra elevation from a Nordic skate, but you can have a releasable skate set up which works well.

If you want more than the long 55cm Lundhag can give you, if you are sailing a bigger wing, if you want power steering over what feels like a nice long stable edge, if you have to have the extra elevation:

WingBlades are really nice. They arrive with a rough 27 meter profile cut right in to the steel. There does not seem to be any change in heel or toe profile, or compound profile. Just a big radius. I cleaned my blades with 36, 60 and 100 grit on a big belt sander. Contact patch rolled smoothly without flats from end to end of blade.

The profile I measured with two .010 shims and my machined straight edge worked out close to 10 inches between shims with the contact patch centered between shims at boot center.

Comparing the Nordic skate profile to the George Peterson blade profile I found that the Nordic set ups I use had a lot more lead in and more heel rocker. I measured a new set of Lundhags and found same compound profile. The radius of the Nordic skates under boot center was about the same as the WingBlade skate.

The big difference between the Nordic set ups and the WingBlades is due to over all length. Nordics are 55cm and WingBlades are about 60cm. It is easier to get more edge to the rear of boot center with a longer blade. Pitch is easier to play with.

I use Dynafit Speed Turn tech bindings with a Scarpa F1 boot. I can unlock the boot cuff for easy skating or lock the cuff for hard charging high speeds. Bindings were set up with a light #6 DIN same as the setting I use

for my skis with the same binding. Skates kick off easy. No jumps yet. Releasable stilts are not the best choice for stunt pilots. Scarpa F1 boots are really nice. I am lucky to have the boots already for AT skiing. the releasable cuff is crucial for skating in a lock down set up.....

Boot center is about 10 5/8 inches or 27 cm from the rear of the WingBlade blade. This pitch felt really stable on the ice. I could lay the skates over and carve a nice circle. I did not feel too far ahead, or up on toes over skates. Balance seemed just about right. Skating with an unlocked cuff was easy and relatively quick, sailing with a locked cuff was sublime and relaxed.

Sailed a 4.6 on hard wet snow ice which still held an edge in about 5-8mph breeze with snow. First time out of the box I had no issues. Giddy feeling to be up on stilts. The long profile took a bit of getting used to. You cant crank around on your heels quite the same way as is possible with shorter or compound profiles.

Sailed on bigger, harder ice in hook sailing mode as well as wind seeking zephyr chaser mode with 6.0. Skates rock. Found myself thinking I had won the lottery. At higher speeds the long heavy blades dampen vibration. The secure lock down set up was fun to drive.

Skates felt really good right away. I had no trouble going from a telemark set up on Nordic skates to the lock down Dynafit tech binding.

Speeds have been high enough to appreciate the power steering you get with the added leverage to the blade. Nothing but constant profile without any extra heel or compound profile drives really nice. 27 m profile works for me. Lay these babies over and let em carve.

Am guessing the thicker blades have a better contact area to the ice so they are more stable.

I like the cut out blades.

I like the stilts.

I use plastic wire harness shroud available at auto parts stores for blade guard.

Super nice skates George Peterson.

Thanks for making these blades available to Wing sailors this side of the pond.

Dicky



