

Long Mynd Soaring Club **Paragliding Challenge Tasks**



(Draft for review, tasks not active yet)

The LMSC Paragliding Challenge Tasks are a first attempt to create a set of challenge tasks based at LMSC sites, with both a fun and a pilot development element.

These can be tackled just for fun, a challenge when the conditions are not suitable for a longer XC, or to provide a bit of pilot development incentive for those that may be thinking of trying a competition in the future.

The tasks are open to any LMSC member. It is our intention that the Long Mynd “Ridge Run” and “Mini Triangle” tasks are suitable for CP qualified pilots as they remain on the ridge and within sight of the launch and landing fields. But we will look to get this confirmed/approved by the club Chief Coach.

The tasks are hosted on a website called Xcmap.net.
<https://xcmap.net/index.php?c=Long Mynd Soaring Club>
See link on LMSC website.

This is a free website that provides a method for easy download of the tasks in various formats including a QR code; A task map with cylinders; A method to upload completed tracklogs; And a scoring system. The same site hosts the Northern Challenge Series that some may be familiar with.

Various resources are available on the internet on suitable instrumentation for navigating tasks, how to use these, and how waypoint based tasks work and are scored. The Xcmap scoring method is described at
<https://xcmap.net/scoreInfo.htm>

We may add further links here if I find some (or people suggest some).
But this is also what the club Telegram Members Chat group is for – ask any questions, the club is full of knowledgeable people waiting to answer..

There are four tasks to start with, including a walking one for people to try out their navigation instrumentation, or whilst waiting for the wind to drop.

If these tasks get some interest then we will look to add more. We may also introduce some club award for the highest score achieved each year.

Rules:

All site rules must be obeyed as per normal flying at the site.

ALL pilots must take their own responsible decisions about weather/flying conditions - see disclaimer below.

There is no fee or registration required to attempt the tasks.

Tracklogs should be uploaded as soon as possible and within 14 days.

Multiple tracklogs can be uploaded to Xcmap for each task, but only the highest scoring will be used for the final score.

Pilots need to ensure their recording instrument is set to show their name. This will be the name displayed in the results. There is no registration/password required.

Disclaimer:

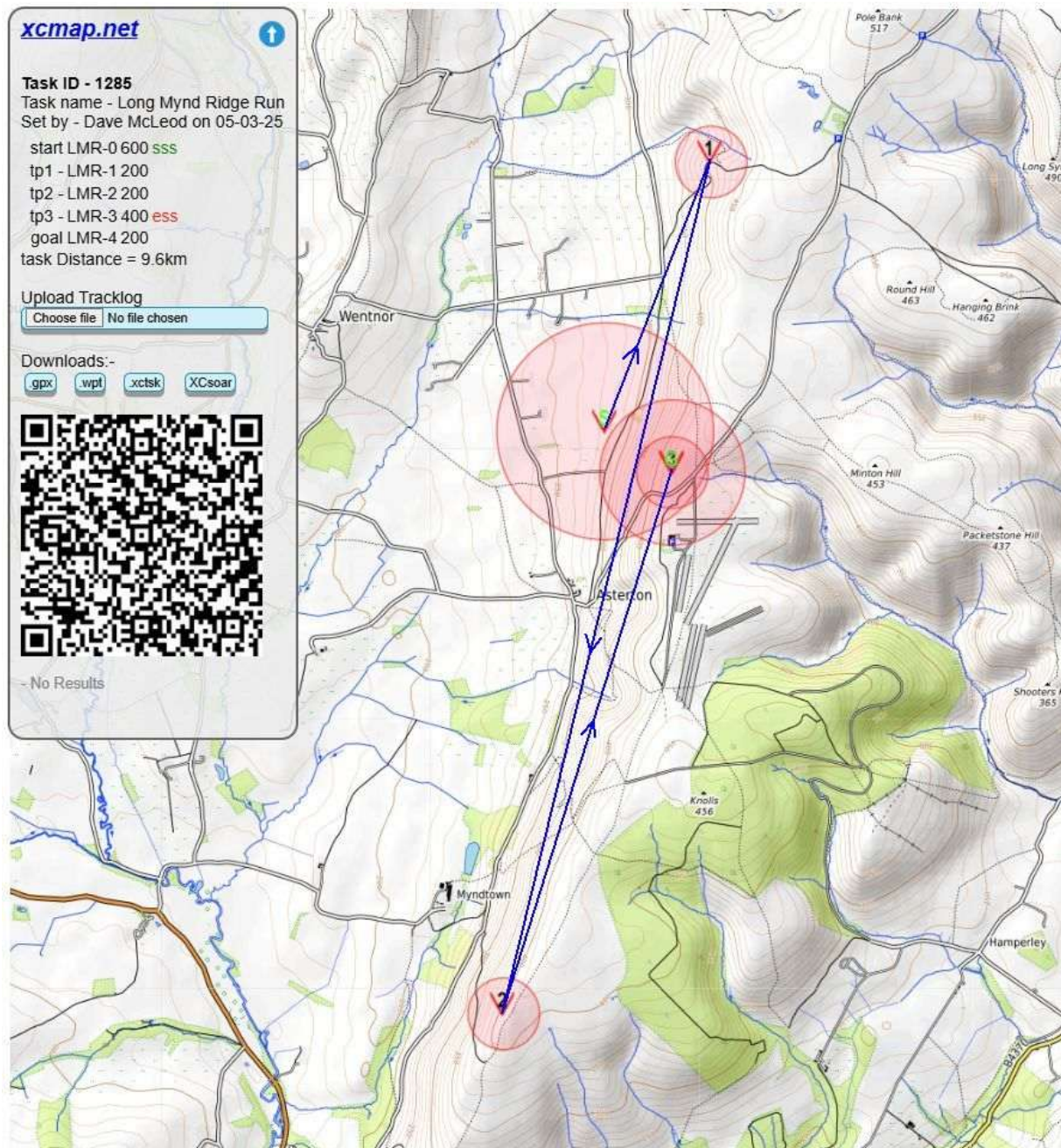
This is not a competition. These tasks are provided for pilots to challenge themselves and compare their progress against themselves and others. End of year awards may be provided at the club's discretion.

It is each pilot's responsibility to take all necessary actions to maintain their own safety during the tasks, and to ensure that they do not act in any way that might endanger themselves or any other pilots. It is a condition of attempting the tasks for all pilots to accept without restriction, to hold the LMSC Committee or task setters blameless, and waive all claims to compensation.

Task Descriptions & Details

Long Mynd Ridge Run:

This is the classic Long Mynd ridge run from launch, up to near the Modeller's Bowl, back down to Black Knoll, then back to launch.



Nb Blue line added to show route direction (between the waypoint centres, not optimum route).

The task distance is 9.6k through the turnpoint centres. But you only need to tag the cylinders around the turnpoints. The optimised/shortest distance is about 8.0k. Make sure your instrument beeps or you spend at least a few seconds within the cylinder to register a point within.

A large start cylinder has been added and moved out in front of launch - to encourage pilots to gain height out front without blocking launch, and away from the gliding club airfield. (Hint: get as much height as you can within the start cylinder before you exit. The task time starts from exit of the start cylinder.)

Turnpoint 1 is near the modelers bowl. You can tag the 400m cylinder before getting too close but if you plan to extend over the bowl make sure you have the 1000ft AGL height recommended in the Long Mynd site guide.

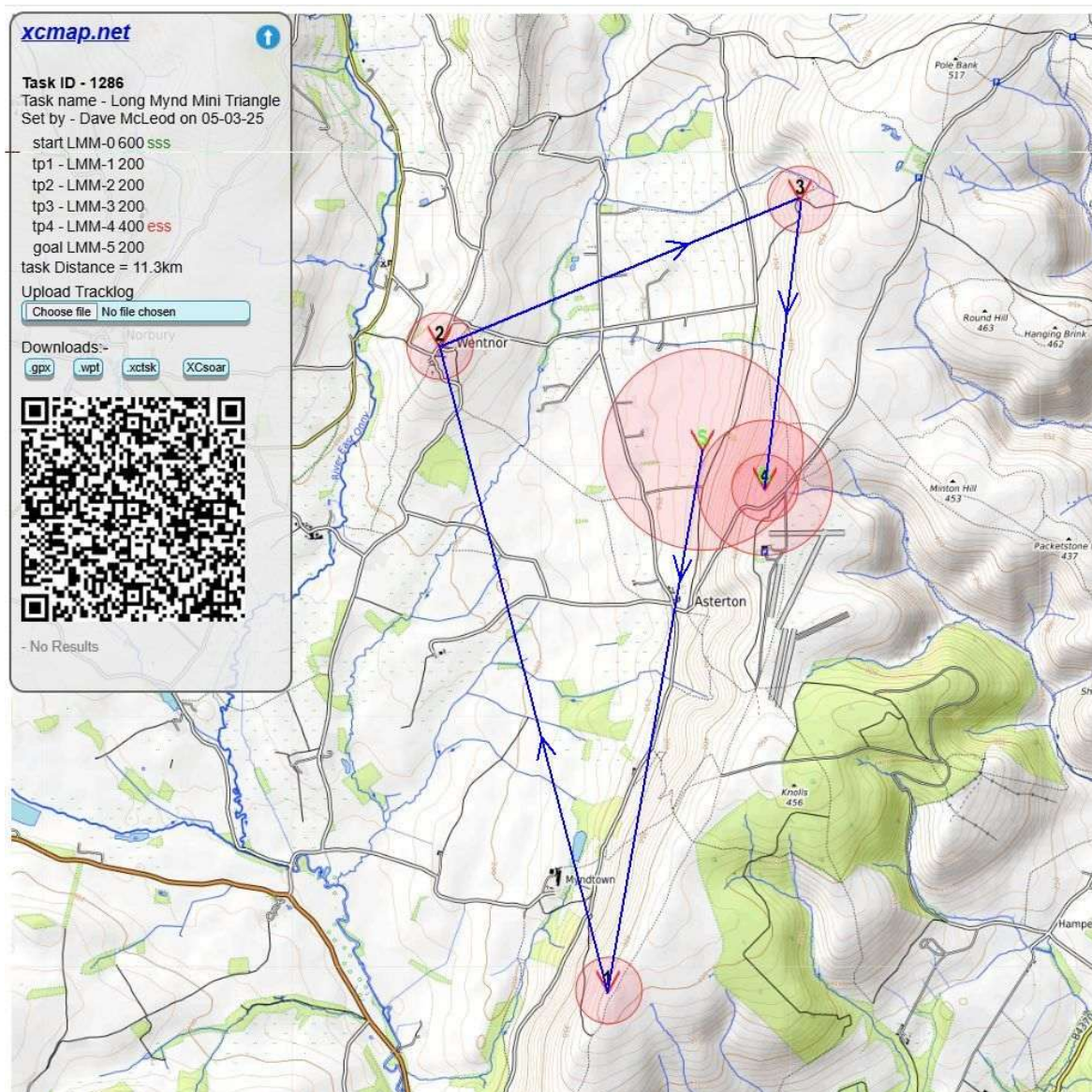
Check with Site Guide or club messages that it is not a shooting day down at Black Knoll. Do not attempt the task if it is.

The End of Speed (ESS) is the larger cylinder around the launch, set away from launch so that pilots are not racing into the busy launch and landing area. Task time ends on crossing the ESS cylinder. Pilots can then land at leisure or continue flying but must cross the goal cylinder to complete the task.

If you are too low to safely tag the goal cylinder then please keep out front and land safely at one of the bottom landing fields. Enjoy the flight (and the walk back up) and try again another time.

It is our intention that this task is suitable for CP pilots as it remains on the ridge and within sight of the launch and landing fields. This is pending approval by the club Chief Coach.

Long Mynd Mini Triangle:



Please see the general notes in the task above.

This task heads down the ridge to Black Knoll (check it is not a shooting day!).

Then heads out over the flats towards turnpoint 2 at Wentnor.

(But would you fly directly there? or sneak back along the ridge to keep height before you jump across?).

Then up to Modeller's Bowl (avoid or keep the required height if modellers are present).

Then back to launch.

Task distance 11.3k thru centres, 9.6k along optimised/shortest distance.

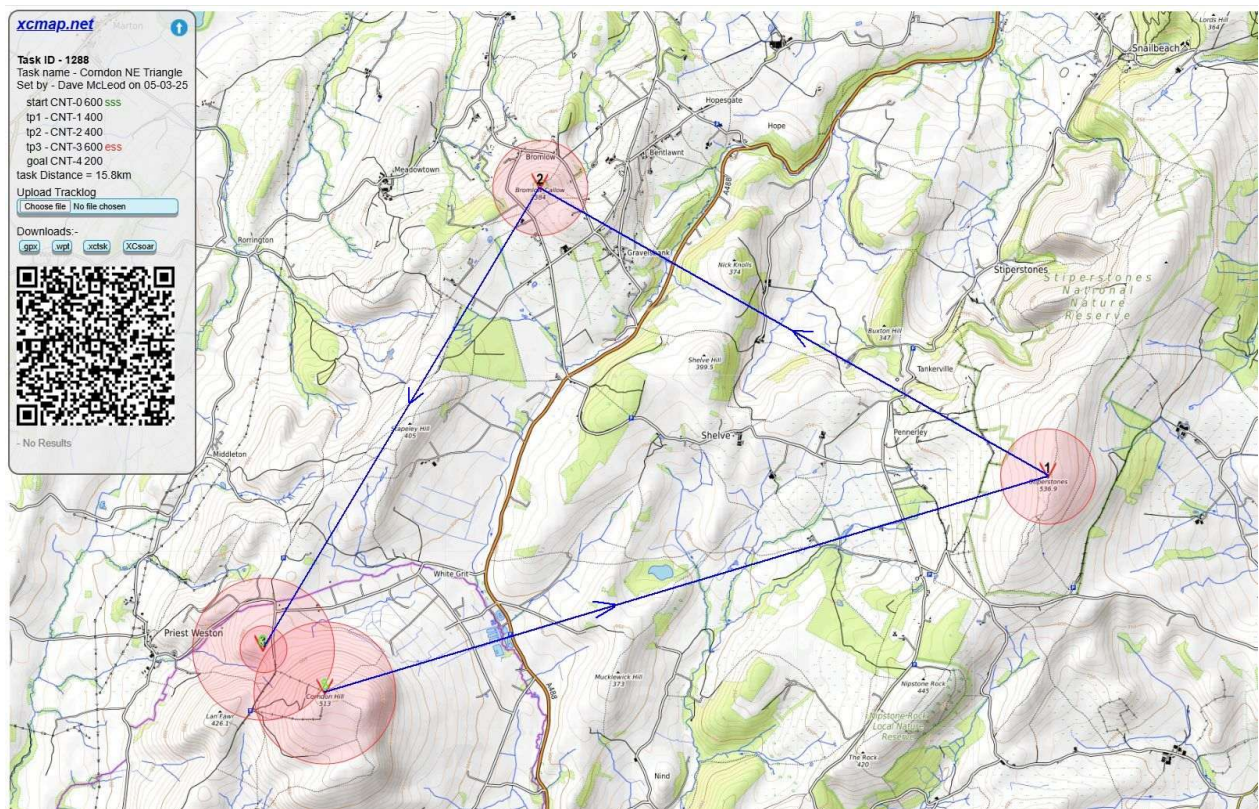
If you are too low to safely tag the goal cylinder then please keep out front and land safely at one of the bottom landing fields.

It is our intention that this task is suitable for CP pilots as it remains on the ridge or within sight of the launch and landing fields. This is pending approval by the club Chief Coach.

Corndon NE Triangle

A larger triangle for thermic days.

Launch from N/NE face of Corndon. ENE to the Stiperstones. Then NW to a small hill at Bromlow. And back SW to Corndon.



The goal is set over the landing field as landing on north top of Corndon is not everyone's favourite. If you wish to land back at the top, tag the goal cylinder first. You don't have to land at the goal itself.

The measured task time starts on exit of the start cylinder (last exit if you go out then come back in). So get as much height as possible before you exit the cylinder.

The task distance through the turnpoint centres is 15.9k. The optimised distance is about 13.8k.

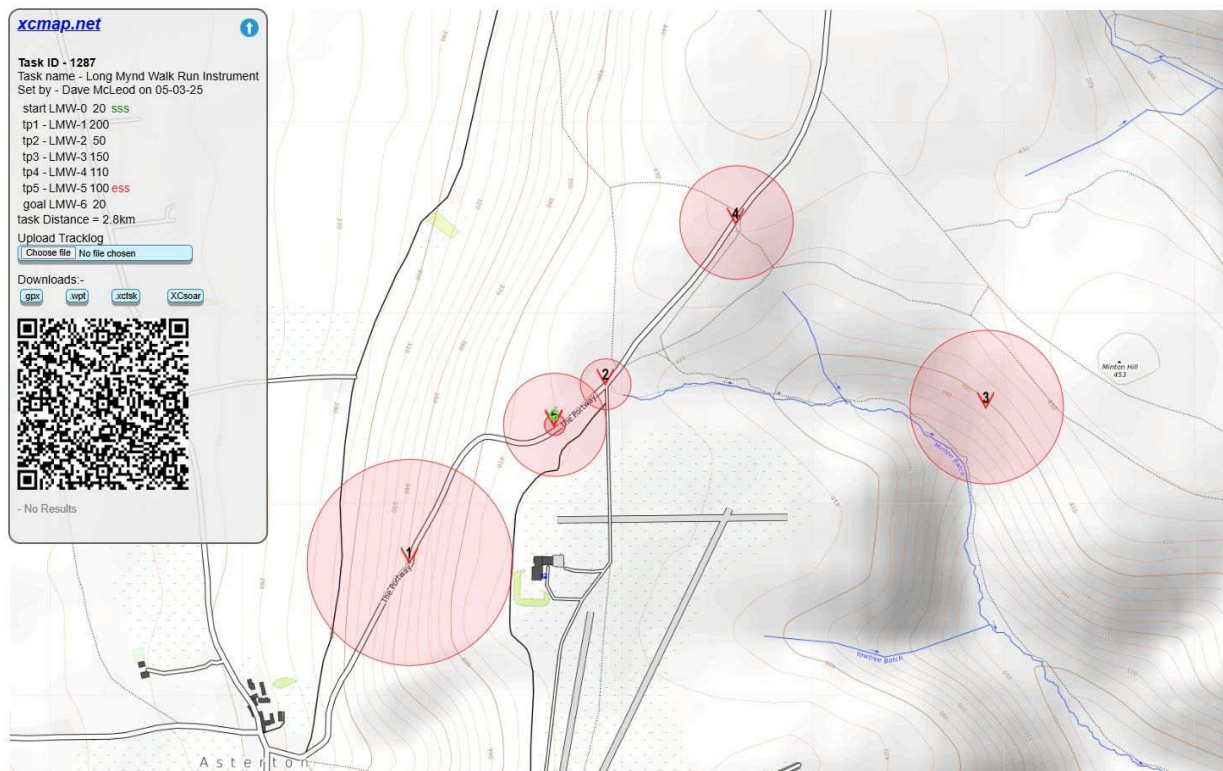
If you wish to log your flight as a triangle on XCLeague National League table, make sure you get at least the minimum 15k distance, and fly back over launch to minimise closure deductions. If logging on the XCLeague LMSC League, the minimum is 5k but you get a better multiplier for 15k.

Please obey all site rules set out in the site guide.

Park in the permitted places at the bottom.

This task is not suitable for CP pilots, unless they are under the agreed coaching of a club coach.

Long Mynd Walk-Run Instrument Task - This task is not for flying!



The task is designed for walking (or running) and to practice use of navigation instruments. Including how to download a task to the instrument,

understanding and navigating with the instrument's screens, and how to extract and upload a tracklog.

Also to make pilots think about the best ways to tackle a waypoint task. Think about the fastest route. Should you aim for the turnpoint centres? Or take the Optimised route to cylinder edges? Or is there a better route? Shortest doesn't always mean fastest!..

Task distance 2.8k thru centres, 1.9k optimised/shortest route.

As you will be walking at a slower pace than flying, and potentially stopping at points - you will need to determine how to set your instrument to manual launch detection, and turn off automatic landing detection. Otherwise the instrument may not start logging the tracklog and may stop prematurely. In XCTrack this is done in "Preferences" – "Automatic Actions". Set "Landing Detection" to "Manual" and "Takeoff speed" to a low walking speed, e.g. 1.2mph. Check that your instrument confirms exit of start cylinder, and remember to stop logging when you reach goal.

