

# Tasks from Nympsfield

Issued by Tim Macfadyen 28 November 2017

All Tasks start and finish at Nympsfield, NYM, unless otherwise stated.

Some tasks direct tracks go through airspace which obviously must be avoided. These can't be used for comps.

## 100 Km Δs (28%)

WCB – CRD 103.0 Winchcombe – Cricklade  
WCB – LED 107.9 Winchcombe – Ledbury

## 200 Km Δs (28%)

CHV – BAN 219.5 Chieveley – Banbury  
SOA – LUD 217.2 Stratford-on-Avon – Ludlow castle  
BRU – HUN 204.1 Bruton – Hungerford

## 300 Km Δs (28%)

OVE - NOS 302 Overton (West of Lasham)– Northampton South (avoids low Reading airspace of BAS NOS)  
SHB – ALT 309.4 Sherborne – (BUL Bullington to avoid airspace) - Alton Station  
CRY – TES 309 Cray reservoir– Telford South  
WSL – BRI 312.7 Winslow – (ETT Ettington to avoid airspace) - Bridgnorth

## 300 Km Δs (Not 28%) (OK for diamonds but not records)

LUT – BED 303.4 Lutterworth M1 J20– Bedford bridge  
ALT – WOC 309.5 Alton – Worcester racecourse  
CRY – EDG 312.0 Cray reservoir – Edgehill  
ABE – OSW 307.4 Abergavenny – Oswestry (Wave task)  
TES– PEW 304 Telford South – Pewsey

## 400 Km Δs (28%)

GIL – WOM – WOC 401.5 Gillingham Stn – Woburn M1 J13/A5140 – Worcester racecourse  
ROS – HUS – ALT 405.8 Ross-on-Wye – Hus Bos – Alton  
OSW – MAH 412.6 Oswestry – (LNE Lichfield NE to avoid airspace) - Market Harborough

## 500 Km Δs (28%)

SHA – FOX – STP 509.4 Shaftesbury – Foxton Rail/A10 – Stourport  
CRE - LIP - PEN 520 Crediton Station, Liphook (SE Alton), Pendock (SE Malvern Hills)  
GAI – POT 504 Gainsborough – (NOS to avoid airspace) - Potton mast (West of Cambridge)  
HAY- COR – ALT 505.3 Hay-on-Wye – Corby – Alton  
CRY – UTT – GOR 504.3 Cray res – Uttoxeter – Goring

## 500Km 3TP Tasks (OK for diamonds but not records, low scoring on ladder)

GRL – CNW – OLN 515.4 Gransden Lodge – Cirencester NW – Olney Church  
STN – PEW – BLY 506.7 St Neots rail/A428 – Pewsey – Bletchley E-W rail/A5  
MAH – ALT – WAT 507.1 Market Harborough – Alton – Watford Gap  
ALT – STP – BAS 516.2 Alton – Stourport – Basingstoke M3 J6  
SHA – TES – WIN 505 Shaftesbury – Telford South – Wincanton  
OSW – MAM – TES 511 Oswestry – Malmesbury – Telford South  
YEO – LA8 – TES 503 Yeovil Res – Lasham Golden Pot– Telford South  
CCC – SOA – CRY 504 Carreg Cennen Castle – Stratford on Avon – Cray Res  
CAS – BRY – MEM 513 Cambridge South rail fork – Bromyard – Membury  
Or 504 km land at Lasham after Bromyard with strong NW wind

## 600 Km Δs (28%)

STD – SCU 618 Stradishall – Scunthorpe N - (+ NOS to avoid airspace)  
YEO – CAM – BRI 613.8 Yeovil Res – Cambridge North – Bridgnorth

**750 Km Δ (25/45)**

SHB – BSE – SHE	754	Sherborne station – Bury St Edmunds A14/Rly – Sheffield M1 J35/A629
CRY - BLW - LVN	760	Cray – Barnsley (N. Sheffield) - Lavenham (S. BSE)

**750 Km 3 TP tasks**

BSE – DEV – CAS	769	Bury St Edmunds A14/Rly – Devizes canal/A361 – Cambridge S rail fork
BSE – BRY – GRL	757	Bury St Edmunds A14/Rly – Bromyard – Gransden Lodge
MEN – KNI – NEW	757	Mendelsham mast – Knighton A488/A4113 – Newbury racecourse G/S Or after Knighton land at Parham airfield (760 Km) with strong NW wind
GRL – NHL – BLY	756	Gransden Lodge – North Hill – Bletchley Rail/A5
BUT – BGG – BAS	768	Butser Hill – Brigg – Basingstoke M3 J6
PAR – WPL - ALT	754	Parham – Welshpool station – Alton station

**800 Km Δs (25/45)**

CRY YOR– BSE	812	Cray Reservoir – York – Burry St Edmunds
SHB – NMT - YOR	812	Sherborne stn – Newmarket - York
CWN – SWT – STK	810	Corwen A5/River Dee - Swainsthorpe (S Norwich)– Stockbridge (S Andover)
FRW – SUT	819	Framlingham (East of Stowmarket) – Sutton Bank

**1000 Km Δs (25/45)**

CCC - GUI - FRW	1016	Carreg Cennen Castle - Guisborough (N. Sutton Bank) - Framlingham (N. Ipswich)
CHA – MEN – NRT	1009	Chard – Mendlesham mast – Northallerton station

**1000 Km 3 TP tasks**

BUN – ROS – THE	1008	Bungay – Ross on Wye – Thetford A1066/A1088
DUR – ALT – LUT	1004	Durham cathedral – Alton Stn bridge – Lutterworth M1 J20/A427
YOR – MIC – GA2	1025	York – Micheldever – Gainsborough power station (or finish Booker 1012 Km)

**Straight distances to airfields**

63.4	ENS	Enstone
69	EDG	Edgehill (Shenington)
65.1	PRK	The Park
104.5	LAS	Lasham
116.9	HUS	Hus Bos
250.0	TIB	Tibenham
431.0	MIL	Milfield
502.1	POR	Portmoak
597.2	ABO	Aboyne
1036	Montelimar via PAR & FOL	
1026	Sisteron (1102 via PAR & FOL)	

**Out and returns**

201	TES	Telford South
209.5	CRC	Crick M1 Services
304.7	LLA	Llangollen east river bridge
316.2	GRL	Gransden Lodge (Cambridge)
428.3	BSE	Bury-St-Edmunds A14/Rail
508.6	HUM	Humber bridge (North)
515	DOV	Dover Marina (566 Km BUT DOV BUT)
520	SWT	Swainsthorpe (S Norwich)
525.0	YOR	York Minster
577	SUT	Sutton Bank
579	GYS	Great Yarmouth South
618.9	CLD	Culdrose Start & Finish at NLE (Northleach)
631	DAR	Darlington A1(M)/A67 (705 via MET twice)
862	MIL	Millfield airfield

## Isle of Wight

344 BUT - SCP - BUT - SAN Butser Hill, St Catherine's Point – Butser Hill

## Cotswold Ridges (all tasks finish at NYM)

415 Start LCL – BAT – LCL – BAT – LCL Start Lower Clopton – Bath RC – Lower Clopton – Bath RC – Lower Clopton  
301 Start DSW – LCL – BAT – LCL Start Dursley SW – Lower Clopton – Bath RC – Lower Clopton  
253 Start DSW – LCL – DSW – LCL Start Dursley SW – Lower Clopton – Dursley SW – Lower Clopton  
113 O&R LCL O&R Lower Clopton  
70 O&R BAT O&R Bath Racecourse  
58 O&R BCW O&R Bishops Cleeve

## Basic rules of UK task setting: -

If there are any approaching or receding fronts forecast they must be avoided, otherwise wind is the crucial factor. Without fronts, on a soarable day most of the country starts soarable. Sea air then comes in during the day and the soarable country gets progressively smaller. If there are no hills to stop it sea air comes in fast. The following areas become unsoarable after a few hours: -

South Westerly to Southerly winds - the Severn Valley & the West Country.

North Westerly winds – Cheshire and as far as Shrewsbury (Ironbridge is normally OK).

Easterly or North Easterly - East Anglia and Lincolnshire especially down wind of the Wash, extending to everywhere East of the M1, (including Hus Bos).

West or North wind component - the Bridgewater flats

Devon and Cornwall in any wind except a North Easterly

Sea air also makes slow progress **into** wind. A proper soarable “Sea Breeze Front” may be generated on good thermal days when the sea air is going up wind. The Sea Breeze Front gets to Lasham at about 6 o'clock when there is a 10-knot northerly, but very rarely gets to Nymphsfield, as we don't have a proper coast. We just get unsoarable sea air in South Westerlies. The hotter and less unstable it is the worse it gets.

The above all assumes summer with the sea much colder than the land. In April thermals may form happily on the coast all day. If it is very unstable the coastal effects will be much reduced but the chance of showers or thunderstorms is much greater.

The more land the air has gone over the hotter it gets, the higher the cloud base and the stronger the thermals. Unless thunderstorms are forecast always go as far down wind as sensible.

**Typical task setting logic:** - A reasonable day is forecast with a 10 o'clock start to thermals, 4000 foot base (10°C difference between day and night temps x 400 = 4000) 10 knot NW wind going West as the first cirrus of the next warm front comes in after 5 o'clock. First launch at 10.30 means that the slowest people should be off by 12, they are pretty inexperienced pilots so will probably do 60 KpH for the 5 hours available. 300 Km is just on but if the start is delayed (common) or the cirrus looks as though it may be early (rare) the task should be reduced. Pundits will do 85 KpH for 6 hours so should just do 500 but you can't set that in a comp or most people will land out. Basingstoke Northants keeps the task well inland away from any coastal effects. The return is down the well-drained, dry Cotswolds, which remain soarable late with sun and wind on the NW facing slopes.