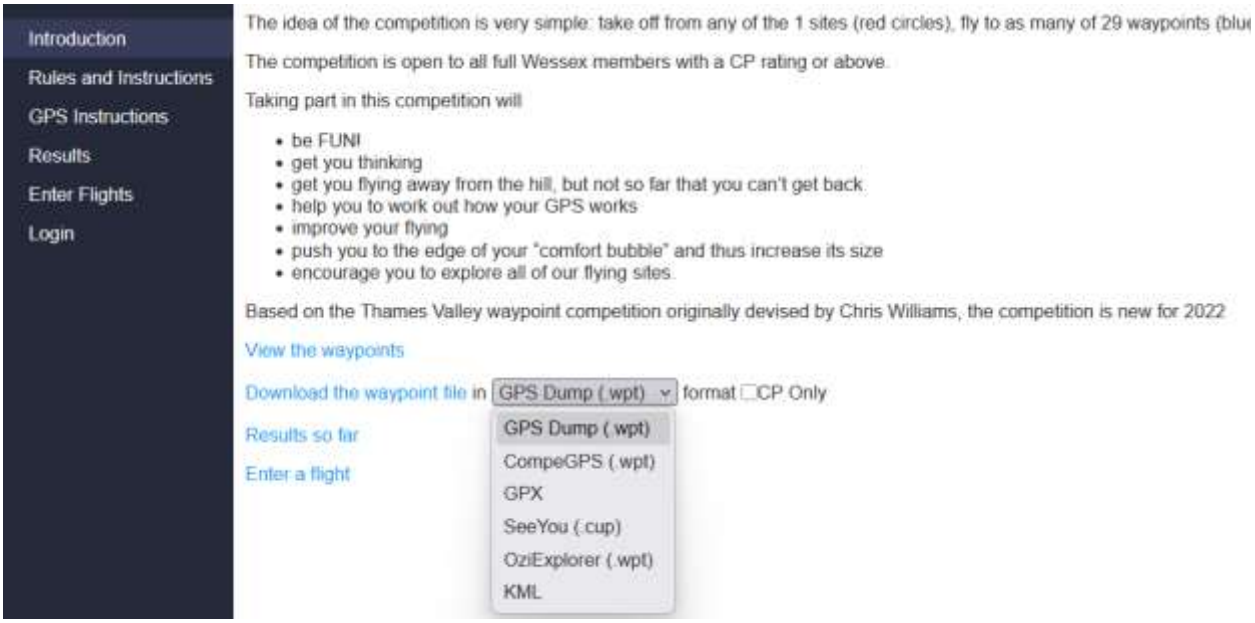
Instrumentation

Objective 1: To load a waypoint file onto your flight software and display the waypoints.

Go to the website https://wessex.wpcomp.uk/



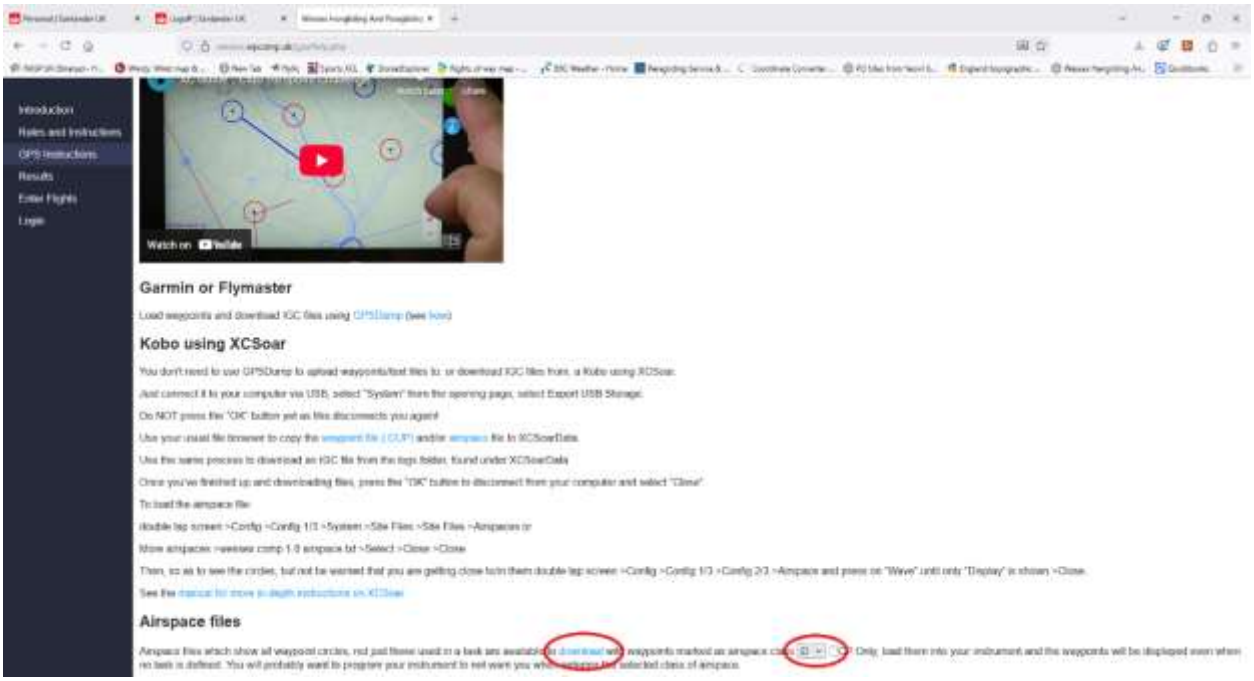
Select the waypoint format appropriate to your instrumentation and download the file onto your equipment. The filetype you need depends on what equipment you have. You will need to determine this for yourself.

When you are successful you should see the waypoints displayed on your instrument.

Instrumentation

Objective 2: Load a custom Airspace file onto your instrument and display it.

Go to the website https://wessex.wpcomp.uk/

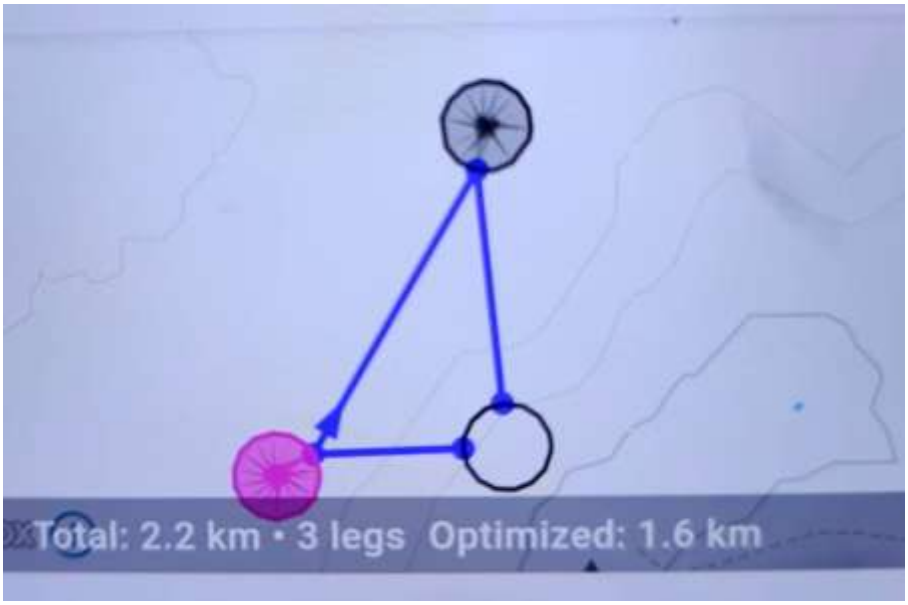


Download the waypoint circles as class D (Danger) Airspace. Install and enable the file on your instrument.

When you are successful you should see the waypoint circles on your instrument as Class D (Danger) airspace.

Instrumentation

Objective 3: Use the Bell hill waypoints to create a route.

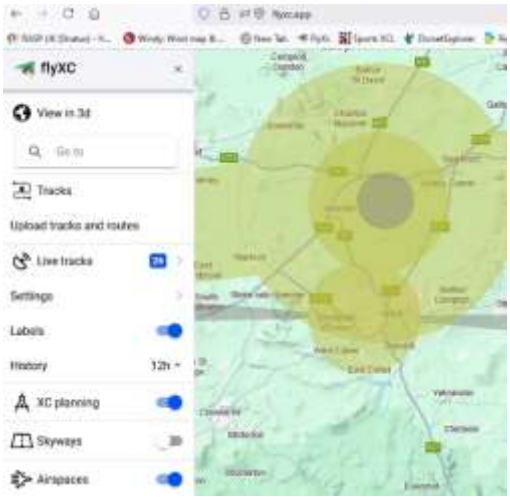


Create a triangle XC task on your instrument using the Bell Hill waypoints. For all points set the cylinder radius to 100m

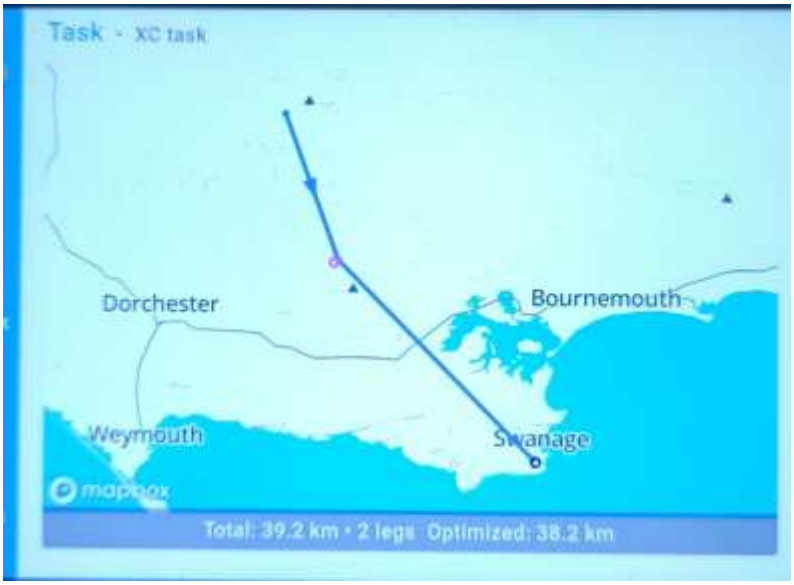
Instrumentation

Objective 4: Create an XC route using the FlyXC app and load the route onto your instrument using a QR code.

Go to the website flyxc.app. Enable XC planning and Airspaces. Under Airspace types enable everything.



Create an XC route from Bell Hill to Durleston Head with a turn point at Bere Regis. Press the Share button to generate a QR code. Scan the QR code with your flight instrument and display the route.



Instrumentation

Objective 5: Fly a task between waypoints of the Bell Hill Challenge (See Objective 3). Observe airspace proximity alerts on your Instrument. Cancel airspace for Today during flight.

This is a practical flying task. Having loaded the Bell Hill Challenge waypoints and airspace as Class D 100m radius airspace you are now ready to fly a task.

During the flight your instrument should display an airspace proximity warning that you are approaching or have entered Class D airspace. Learn what audio and visual clues your instrument is giving you.

There will be a way for you to cancel airspace for today (not permanently). This usually involves you touching the airspace warning and selecting “Today”. This is a very useful feature of your instrumentation.

Instrumentation

Objective 6: Customizing your instrument display.

Instrument displays are usually fully customizable. Often there can be multiple windows visible by swiping. Screen orientation, the information displayed and the screen layout is fully customizable.

There is no correct answer to what should be displayed and how it should be laid out. The important thing is to be able to look at your screen and quickly know everything you need to know. What you choose is up to you but here are my preferences.

GPS Altitude in ft (Used in the UK and for airspace limits)

GPS Altitude in m (Used in Europe in guiding and competitions)

Current L/D (This is your current glide angle across the ground. Useful for seeing if speed bar improves or degrades the glide)

Ground Speed (Essential parameter for safety. You need to know if you're going backwards)

Time (Competition tasks have a "Start" and "Land By" time requirements so you need to know what the current time is if you're flying competitions)

Average Vario (I display the average climb over a 10s period. Instantaneous Vario is not useful)

Distance (The distance to the next navigation waypoint)

Target (The name of the next waypoint)

Task Required L/D (The glide angle needed to arrive at the destination. Some people prefer to display arrival height)

Flown Distance (How far I've flown)

Zoom in/out (Essential to know where the next airspace is and how close it is.)

Next / Last Waypoint buttons (Allows me to skip a waypoint I've missed and go onto the next one)

What you choose is up to you but it's worth spending the time to set it up as you like it.