

# CLE196 - CO-ORDINATOR'S COMMENTS

## What was it all about?

Our 196th Co-ordinated Listening Event took place last weekend when Listeners were invited to make an imaginary 'fun flight' from their home, navigating by travelling from NDB to NDB to finally reach a distant one. Each of the chosen NDBs had to be logged in turn (from home!) in the correct time sequence.

It might have been tempting to pick an interesting route among most of the NDBs that a listener can log roughly in the same direction - maybe hundreds of them! To encourage more realistic flights, pilots were asked to try to get a high value for all four of these:

- The Start-to-Finish direct distance

- The 'Directness' (direct distance / actual distance flown)

- The number of Legs (i.e. NDBs visited)

- The 'Legginess' (the shortest leg distance / longest leg distance)

## The Logs

There was a fascinating variety among the 18 pilots' logs.

- The Start-to-Finish distances varied from 302 km up to 6,981 km

- The 'Directness' varied from 100% down to 19%

- The number of Legs was as low as 3 and as high as 46

- The 'Legginess' varied from 98% down to 0.4%

## Particularly Interesting Logs:

Four logs concentrated mainly on 'Directness' - two achieved 99% and two 100%

Three of those only visited 3 or 4 NDBs, but Mark managed to find and log 6 NDBs in an almost perfect line from his start at home!

Edgar, our 'down under' pilot in Tasmania, benefited a bit from the wintertime conditions there and made an impressive 'round-the-Island' flight of about 80 legs - round AUSTRALIA!

Entering the details into BFLIER wasn't easy and we also discussed how to include it with the 1-way flights. Perhaps sadly, we agreed to end the flight 'half way', so it fitted in OK.

## **BFLIER**

I provided my D-I-Y Excel spreadsheet for optional use to plan a flight and make the flight log. Several of us used it - with varied success! Others sent ordinary logs. Thanks for both kinds.

I discovered that the program works a bit differently (things like spaces and line feeds can appear or disappear) according to what Excel version, operating system, PC/iPad/tablet, email tool, etc. is being used, especially when copy/pasting. I could only test it with my particular combination of those things, of course.

My thanks to Edgar, who explained that the 'circular references' warning in the combined results is due to extended ranges in the 'Sum' formulae (fortunately not corrupting anything).

The need to show the NDBs Latitude/Longitude only in the 'degrees + minutes' format was unfortunate, especially after Martin, with this CLE in mind, had provided his excellent new 'map' facility from RWW showing decimal degrees. I tried to extend BFLIER in limited time before the CLE so that it would accept both formats (even Locators too, if possible) but my very limited Excel skills failed me and I had to give up.

I used BFLIER here, as intended - it was essential to get the various statistics by entering all the pilots' results (usually copy/pasting to it from their emailed logs). It meant adding the 'degrees + minutes' from my database for all logs and all loggings - a bit tedious, but where Lat/longs were supplied in the logs (in whatever format) it did show a few significant errors, mostly typos.

## **Apologies**

In Mike's trip from Hawaii, for unaccountable reasons (but my fault) all the log times came out as 0000 UTC. All five loggings were actually between 1400 and 1459 UTC on 25th (the first one) and 26th. Also, on several of the individual pilot's results, the times before 10:00 UTC don't show their leading zeros (my fault again). Doing that is something that stops my harvester if in normal logs, so I don't want to advertise it!

## Pilots' Comments

Most pilots commented that the poor conditions caused them to abandon the later stages of their flight plan and settle for a compromise, or even re-think things for a different flight. The deletion of several NDBs, especially in the States, didn't help. There are few quotes for me to take from the logs this time for our education and amusement, but I do hope you have studied them individually. Some of them tell quite long and interesting stories of the flights.

## The Charts!

I have spared you too many statistics about CLE196 so far. If statistics is what you want, below (if they survive the copy/paste, etc.) are two Excel charts showing how the 'Directness' and the 'Legginess' of the 18 flights varied with the number of Legs. The relationships are less random than I had expected.

## Coming CLEs?

**CLE197** will be 21-24 August (that's a week earlier than usual). Just a 'normal' one!

**CLE198** will probably be 26-28 September.

Another **Pilot's CLE** in winter conditions? (Do I hear International groaning?)

As with most off-beat kinds of Listening Event, the few listeners that take part seem to really enjoy them.

Should we spoil the specialists, or regale the regulars?

Good listening

Brian

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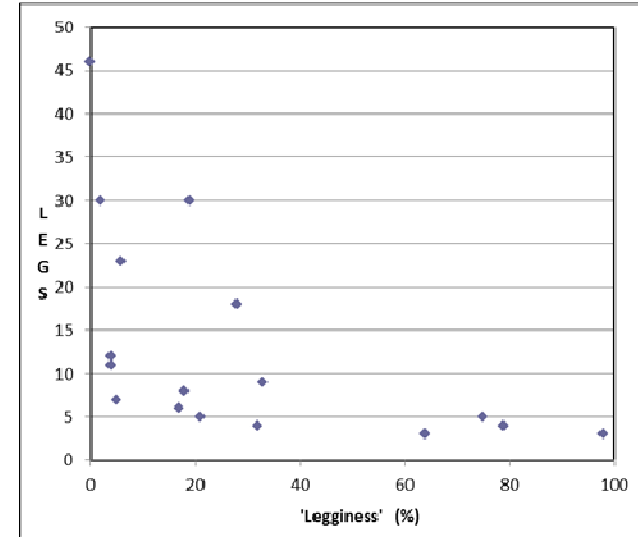
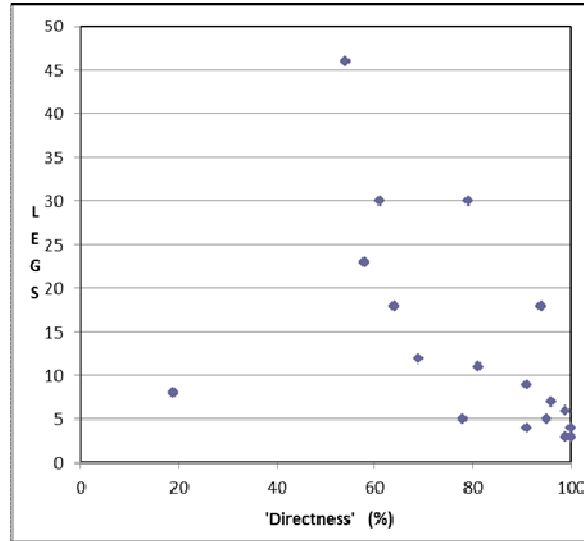
From: Brian Keyte G3SIA    ndbcle'at'gmail.com  
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## CLE196 - Charts

Legginess Directness No of LEGS

Legginess	Directness	No of LEGS	
6	58	23	my
28	64	18	bk
28	94	18	me
4	81	11	mt
0	54	46	rb
5	96	7	wb
19	61	30	ds
75	95	5	ps
2	79	30	et
21	78	5	mx
79	91	4	dn
98	99	3	jb
32	100	4	dp
4	69	12	jc
18	19	8	g4
64	100	3	du
17	99	6	mu
33	91	9	so



**'Directness'** is the start-to-finish distance direct, divided divided by the total flight distance as a %.  
A low figure means a 'zig-zaggy' flight.

**'Legginess'** is the shortest leg distance divided by the longest leg distance as a %. It measures how well the pilots were able to avoid any very short legs and any very long ones.