

Task Briefing Sheet - Condor.

Beginner Cross Country - Easy Streets Murska Slovenia.

This task provides an easy short cross country task over a flat landscape in strong streeting thermal conditions. It has been configured to use as a tutorial/demo, to allow solo flight, or for on-line racing with pilots of different skill levels.

It is set as a **Fast, Easy, 50 minute** Assigned Area Task (AAT), although early users should fly it as a normal racing task (by going to the nearest part of each zone and then turning). Task length will be around **80Kms**, but it is easily flown at 80KPH.

For new Condor pilots this may seem like a long task, however, you will start the flight in the start zone and route down an area with good climbs and streets. Conditions are strong. A large part of the task will be the final glide (cloudbase is 6000 ft) and there is no minimum finish height. More experienced pilots should fly it as an AAT and extend the task (near the finish line) up to 150Kms.

Task shape and weather conditions are not designed as a “proper” example of where an AAT would be used in real gliding, but within this Condor task this shape allows multiple skill levels to take part and finish in 50 minutes.

The Finish and turnpoints are free from any height constraints. The **Max Start Height is 4100 Ft QNH**, about **3500 ft above airfield** to stop the first leg from being too easy. The first TP is set as a “Showery Sector” shape because there is rain nearby. This weather will not affect you unless you fly really badly, or start late, or try to maximise distance in the first sector, so you can almost certainly ignore the rain, although it will be close.

Before Starting Condor FREE FLIGHT you may want to check the SETUP for your altimeter (QNH or QFE).

Glider type; this task was designed to be flown in the **Duo Discus, preferably with NO water ballast**. Anything better will make it way too easy.

Practice – should you use the cheat tools ? There are a couple of options, you can blast around the task at Vne to check the route and use the Miracle (Q) Key to gain height from time to time. You can switch on the Thermal Helpers to find out where the best climbs are. In both cases, this is probably a waste of your time if you are trying to improve your understanding of gliding. Take the time to figure out where the streets are and to search for the thermal centres under the cloud, move on if you find less than 4 Knots.

Weather: No rain locally. SSWest wind 10 Kts with strong thermals and streeting. There is an area of thunderstorms on the far side of the first turnpoint, but these are easily

avoided. Either aim to arrive at TP 1 zone at 3000 feet or aim to the left (East) of the zone for better weather.

Launch and Start: You have already been launched (start airborne) and are in the Start Zone at about 4000 Feet. The Start Gate opens in 1 minute so is almost impossible to “miss” the start. You may need to lose a little height before the Start Zone turns yellow.



Figure 1 Once you have turned the first TP and are heading North the streets are more clearly defined.

Airspace: Although you may encounter airspace, assume you have got clearance, there are no airspace penalties.

TP1; This is set as a 10k radius semicircle. This emulates a “showery sector” turnpoint although in this task you can also extend AAT distance in this sector if required. It really is showery though.

TP2; A large 30kms radius semicircle zone. If you are just doing this as a racing task as soon as you enter the zone (anywhere along the line) head for the finish. If doing as an AAT then practice maximising task distance/speed by extending in this zone so you do not finish within 50 mins of start. TIP. Use the Tab key to find your time on task.

Finish; the finish is a small 1KmR circle. It's over the (grass runway) gliding airfield near the small tarmac strip for RC models.

Task Sheet.

When the task is initially loaded you **MUST review ALL** of the tabs on the task window. With experience you should be able to review the task in some detail in less than three minutes and set ballast and C of G as required. All of the information necessary to fly

the task is on these tabs. It is also possible to print the task to a .PDF file to review off line. There is an example of the printout for this flight on the next page.

Ghost Flights. There is at least one ghost flight available, see appendix 2 below!

Tips on flying the task.

The start gate opens almost immediately, you then have up to 1 hour to make a start.

If you look down the first leg while exploring the start area you may be able to pick out streets (look at the shadows on the ground). If possible leave the start sector at the start height on a line that follows a street, stay 500 feet or more below cloudbase.

Don't arrive at the into wind (first) turnpoint too high, you'll need to work out how high, 3000-2000 feet will probably be OK !

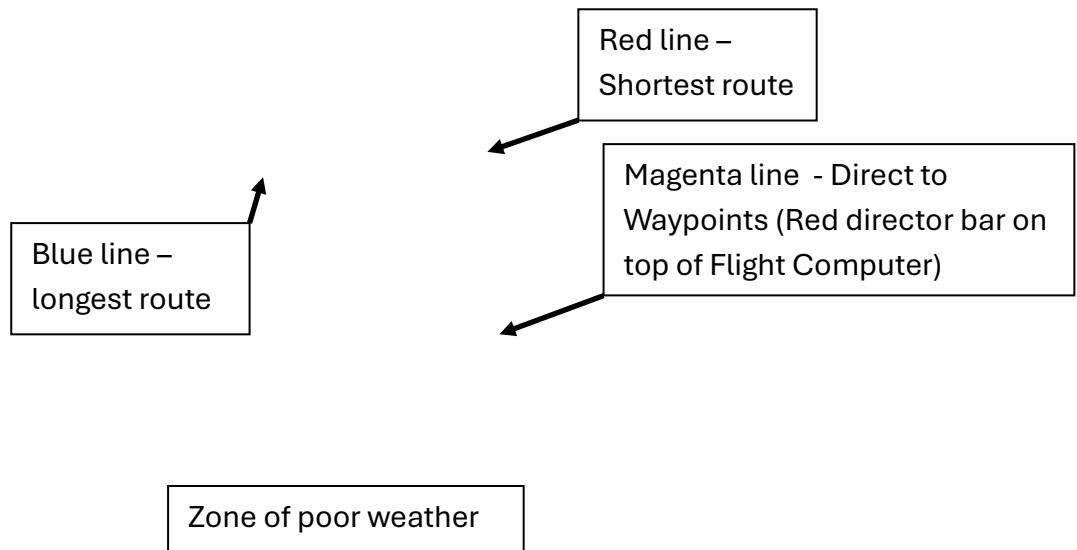
It's a very short task, think how far a Duo Discus can go from 5000 Ft, especially when you get near the second turn. The finish line is close to where you will probably go into the second zone.

If you get stuck, or are flying between streets, you may find a lot of sink.

When you enter the **AAT zone (Turnpoint sector)** the Condor flight computer will not automatically change to the next turnpoint, however, it will automatically change if you turn around and leave the zone. If you are slow, turn and leave as soon as you enter the zone. It is, however, really helpful if you know how to toggle through the waypoints so you can see how far away the finish

Appendix 1 Annotated Condor 3 Task Sheet – See next page.

AIRSTART you will be here
when the task loads



Appendix 2. How to obtain and use the task files in Condor 3;

Briefing Sheets, Task Files and Ghost Flight Tracks are available from the Booker Gliding Website; [Condor page – scroll to the end of the page](#).

<https://bookergliding.co.uk/condor>

Briefing sheet file name for this task: Briefing Easy Streets CrossCountry.pdf

Flight Plan/Task file name for this task: Easy Streets Murska AAT Showery Sector.fpl

by default your **user flight plans** should be stored in on your PC in
\Documents\Condor 3\FlightPlans you should save the **.fpl file** here.

By default **flight tracks for use as ghost files** will be stored in
\Documents\Condor 3\FlightTracks and you should save any **.ftr files** here.

How to load **Flight Tracks** as Ghost Flights.

Ghost flights that meet the selected criteria are automatically detected when the Flight Plan (Task) is loaded and appear in the right hand box on the NOTAM tab. Tick the box to make active. Use is optional. It is possible to filter and see flights that only partially match the task conditions.