Task Briefing Sheet - Condor.

Beginner Cross Country – 50k – Lasham West.

This task provides an easy short cross country task to the SW of Booker in (good for UK) thermal conditions. It has been configured to use as a tutorial/demo, to allow solo flight, or for on-line racing as a 50 minute Assigned Area Task (AAT) of 50Kms to 100Kms enabling pilots of different skill levels to finish around the same time.

Less experienced users or pilots practicing for FAI 50kms could fly it as a normal racing task (by going to the nearest part of TP1 and then turning for the finish). Task length will be around 56Kms, (and the distance from tow release, and Booker, to Lasham West is above FAI Silver 50Kms). it is easily flown at 80KPH.

A large part of the task will be the final glide (cloudbase is 4500ft). There is no minimum finish height, BUT A BIG HOWEVER, you **must turn TP1, Lasham West, above 1500 Feet**. More experienced pilots should extend as an AAT (near the finish line) up to 100Kms.

For an FAI 50Kms from Booker one must turn Lasham West at a height safe enough to continue to Lasham, use the radio, do a circuit, and land. A flight from Booker directly to a landing at Lasham Airfield is not far enough.

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 **Max Start Height is 4300 Ft QNH**, about **3800 ft above airfield**. NOTE, for the purposes of emulating an FAI Silver Distance flight you started at your aerotow release (3000Ft above Booker/Lasham West) just North West of Lane End. For the purposes of the Condor Race your Start is when you cross the Start Line. The Weather is the same throughout the task, alhough there will be some variability in thermal strength and size.

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, with NO water ballast. StdCirrus, ASW19 or lower handicap also acceptable .** Max Wing Loading 31Kg.SqM.

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 search for the thermal centres under the cloud, move on if you are above 2000 Ft and find less than 4 Knots.

Weather: NWest wind 6 Kts with average thermal conditions expected to last for some time.

Launch and Start: You have already been launched (start airborne) and are in the Start Zone, which is an exceptionally large semicircle, at about 3000 Feet. The Start Gate opens in 1 minute and Max Start Height is (mostly) close to airspace so is almost impossible to "miss" the start.

Airspace: There will be 100 point **PENALTIES** for entering airspace. Part of the scope for this task is airspace familiarisation!
The following zones are OK, allowed, and will NOT generate an airspace penalty- Booker ATZ, Booker Gliding Zone, Lasham Zone, Benson MATZ. You may need a chart to study the airspace South and West of Henley.

TP1; - Minimum Height to turn and score distance in this zone is 1500 Feet. This is to emulate arriving after an FAI Silver Distance Flight and meeting the 1% rule height loss criteria. The TP (LA5) is set as a 25k radius quadrant. This emulates a turnpoint although in this task you can also extend AAT distance in this sector (only likely to be beneficial if you reach TP1 within 45 minutes of your start, or had a very, very slow bit).

Finish; the finish is a 2KmR circle at Lasham North (LAS), no minimum finish height.

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 select glider type 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.

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 30 minutes to make a start.

Immediately you start the task, a significant factor will be negotiating the airspace around Henley. Go west of it, or go under the 3500 Ft if confident of conditions and ability to stay clear. Avoid a line that takes you towards any 2500 ft airspace.

There is a gentle NW and this may give better thermals on the ridge. A good strategy in these conditions, with a high tow, is head towards Stokenchurch ASAP and climb high then follow the ridge.

The entire task is slightly downwind unless you extend into the turnpoint zone and back to the finish. The finish waypoint (LAS) is offset slightly to the North of the airfield.

In reality, on a good day in Condor, 50kms is a very short task, think how far a Duo Discus can go from 4000 Ft, especially when you get near the turn. The finish line, and Landing Airfield are very close to where you will probably go into the TP. Don't forget the airfield is a little South of the 2Km circle finish though.

When you enter the **zone in an AAT (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 (or go below 1500 Feet). 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 (default key is forward slash "/") so you can see how far away the finish is.

Advanced stuff about AAT task planning/flight computer, but not essential reading.

Experienced Condor pilots may be able to estimate their likely distance over 50 minutes when reviewing the Task Tabs and Weather settings.

Using your own Flight Computer (Oudie). If using an Oudie or LX emulator you can select BGA turnpoints. You may choose to use turnpoints within the AAT zone for guidance (depending on your anticipated speed). For example, one of these; Alton, Four Marks, East Meon, Petersfield West etc.

It is not necessary to use AAT specific Condor Flight Computer settings when flying an AAT, however, guidance is provided in the Condor manual on some techniques that may be similar to those used on Oudie etc during an AAT.
See page 55, though this is somewhat overkill for this simple task. it is also quite good practice to just watch where you go on the flight computer.
https://downloads3.condorsoaring.com/manuals/Condor%203%20manual_en.pdf

If you do have your Oudie/Flight Computer set with just a waypoint (eg Lasham West [LA5] or Four Marks [FMA]) be careful if your TP is close to the edge of the sector. You must go beyond, and to the correct "side" of the TP in the sector (for example, not just to within a 0.5 radius circle of Lasham West), you will then correctly enter the AAT zone and complete the task.

This becomes more complicated if the flight computer is providing your declaration, but that does not apply here. Nor does it apply for an FAI 50Kms.

Appendix 1. 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 50k Lasham West.pdf
Flight Plan/Task file name for this task: Booker 50k AAT Lasham West.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.

Optional Ghost Flights (previously flown flights that appear when you fly the task) may also be available. Where there are multiple ghost flights the .ftr files will be saved in a .zip file and will need to be Extracted to the folder described below.

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.