

Oudie Competition Tutorial for Area Assigned Tasks

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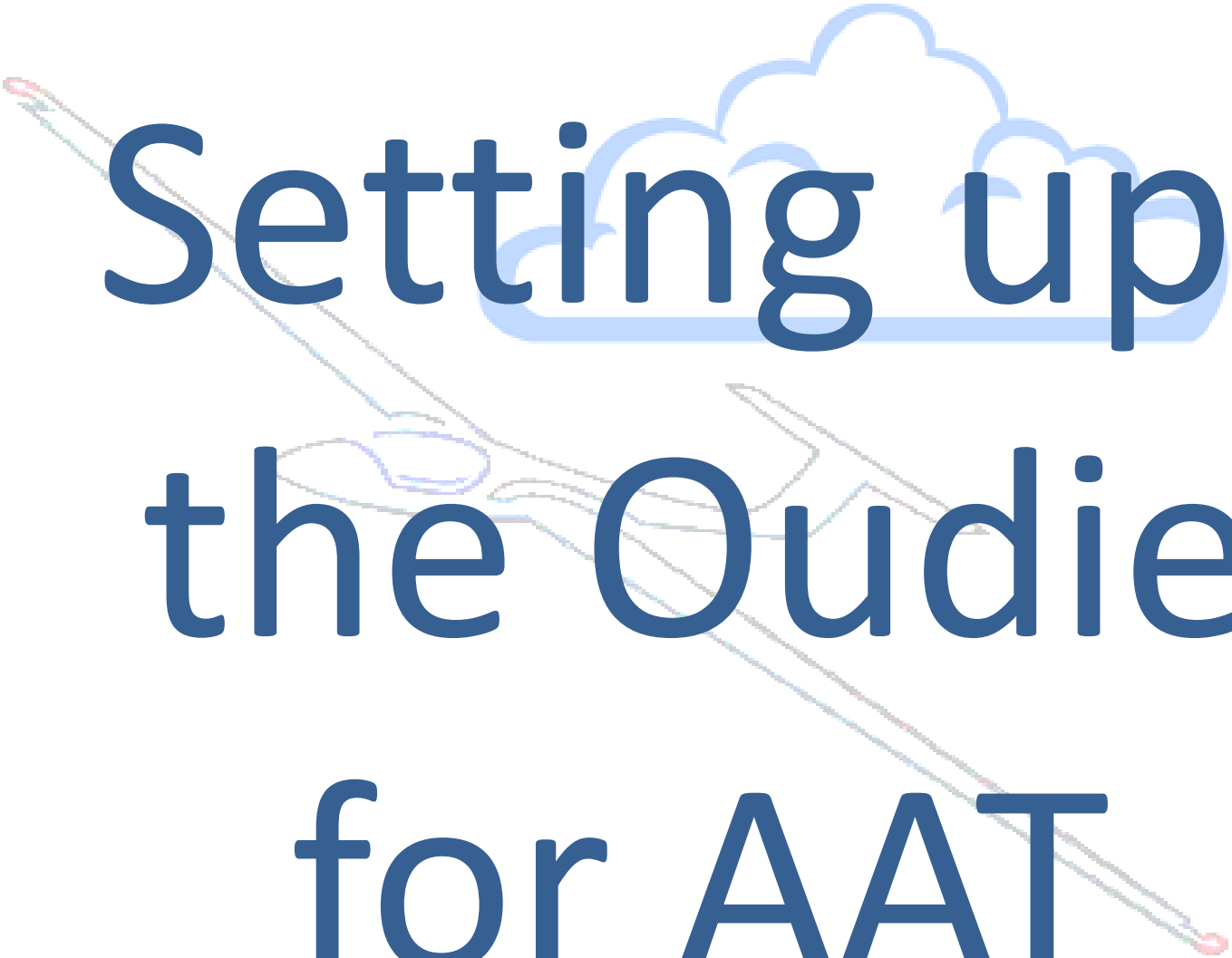
Thanks to all the team at Naviter for all their hard work in making the Oudie and See Mobile available to the gliding community

Also thanks to the Condor team, who make our task of testing so much easier!

The Tutorial



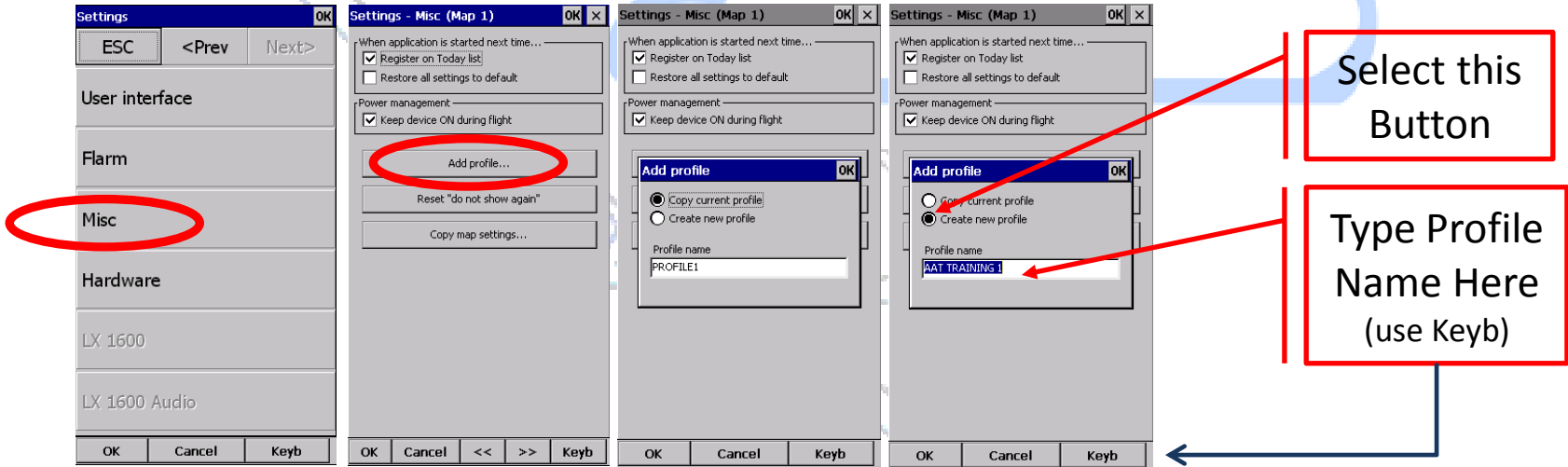
- This tutorial is aimed at competition pilots who already have an understanding of AAT's and how they work
- It assumes that pilot has a basic knowledge of the Oudie and See You Mobile
- This is a prescriptive approach aimed at providing the pilot with a baseline of understanding and foundation from which to experiment
- *(so no arguments now, just follow instructions, OK?)*
- The existing Oudie manual provides a great features list but does not provide enough guidance on how to use the device during the various task we fly
- This manual is based on version 4.20.001 of the firmware



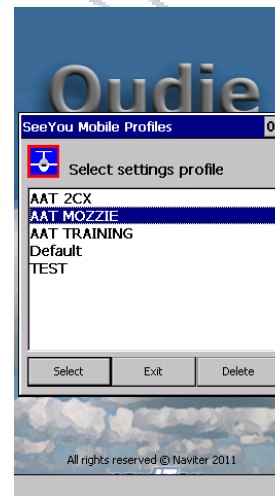
Setting up the Oudie for AAT

1

Getting Started First Create a Profile



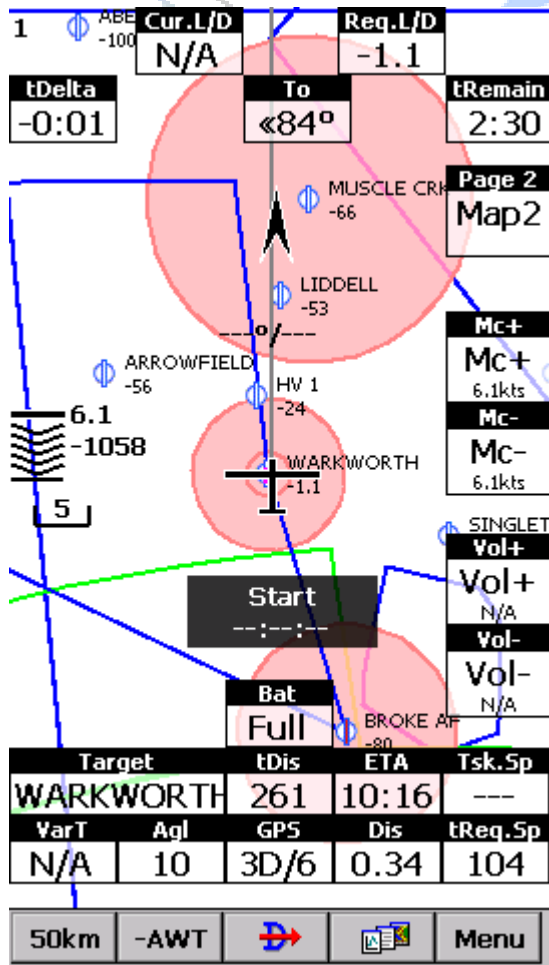
- >Menu>Settings>Next>Next>Next>Misc
- >Add Profile
- >Create new profile (as above)
- >OK>OK
- >Menu>Next>Exit>Yes (make sure Save Profile Box is checked)
- Restart SeeYou Mobile
- Highlight the Profile you want to use and >Select



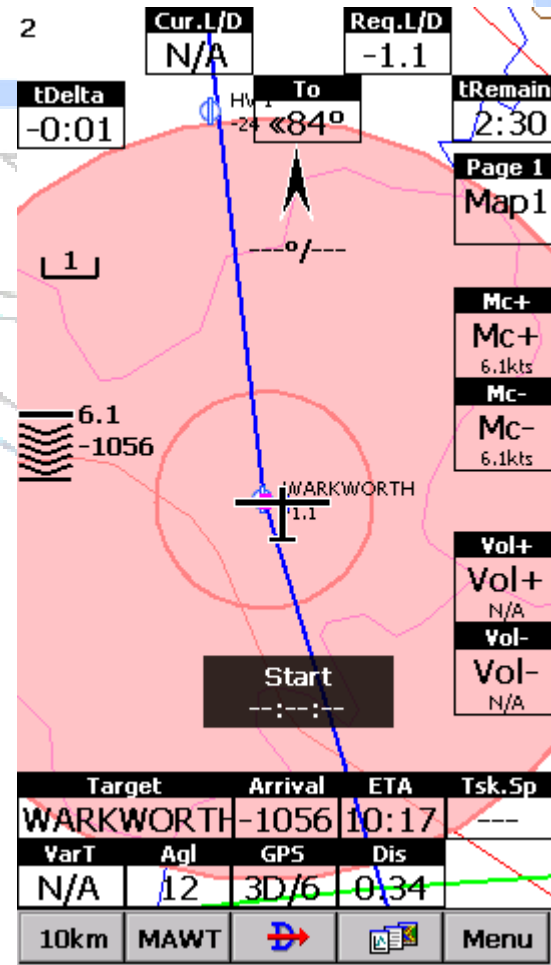
Profiles are a great feature They allow you to store multiple working instruments that are tailored specifically to the task you wish to undertake (Racing, OLC, AAT etc) and the various planes you get to fly

2

Lets learn how to set up the Nav Boxes



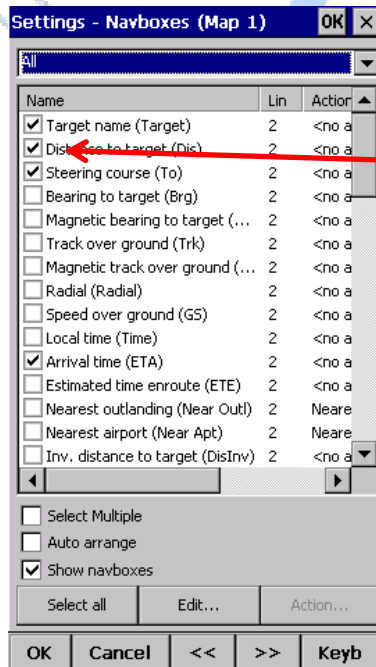
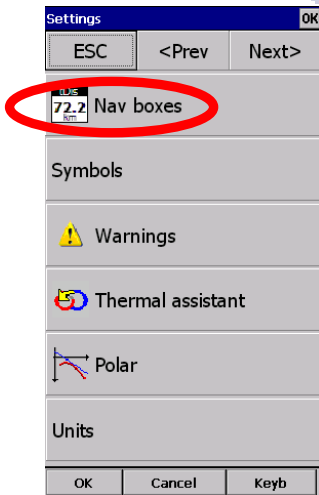
Map 1



Map 2

3_a

How to put the Nav boxes in place (Make sure you start from Map 1)



Make sure that each of the items in the list are checked

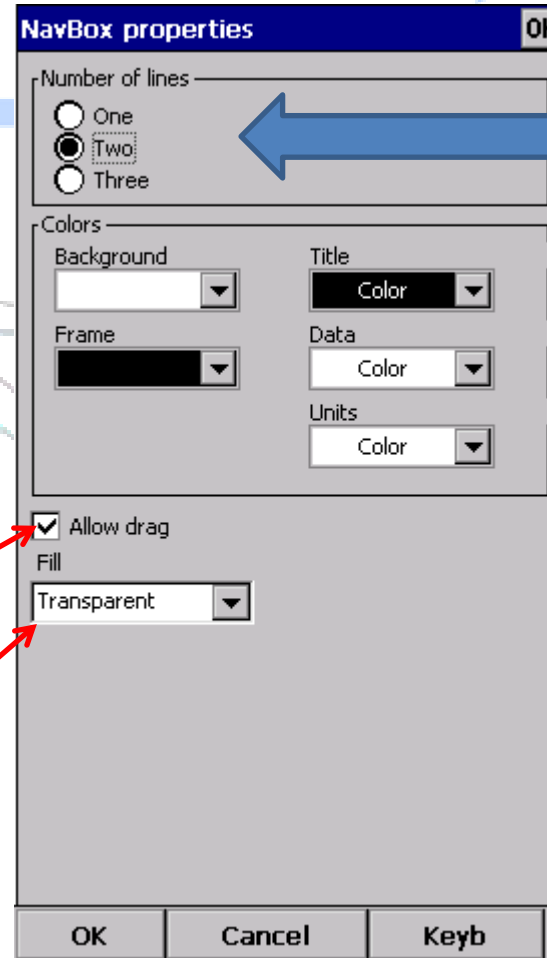
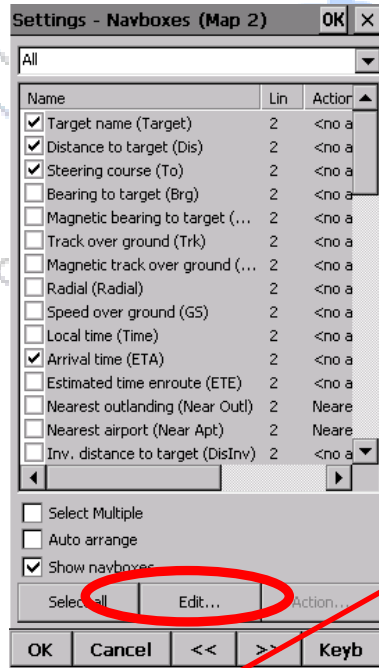
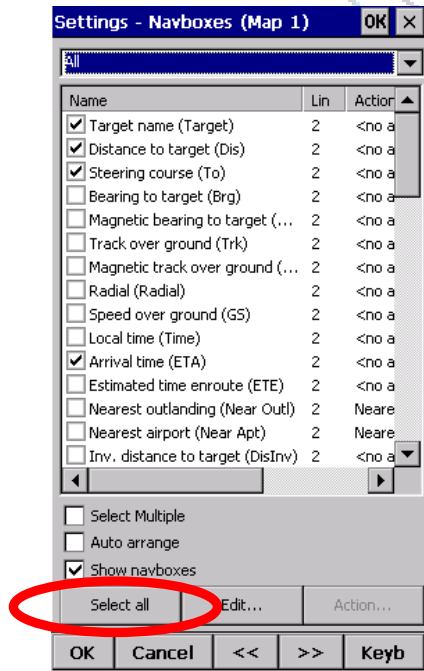
- Last Thermal Vario (VarT)
- Height AGL
- Flown L/D (Cur. L/D)
- Distance to Target
- Steering Course (to)
- Arrival Time(ETA)
- Required L/D (Req.L/D)
- Task Remaining Distance (tDis)
- Task Delta Time (tDelta)
- Task Remaining Time (tRemain)
- Task Speed (Tsk.Sp)
- GPS Status (GPS)
- Target Name (Target)
- Task Required Speed (tReq.Sp)
- Mc Increase
- Mc Decrease
- Volume Increase
- Volume Decrease
- Map 2 page
- Battery Info

- MAP1: Menu>Settings>Next>Nav boxes
- >Uncheck Auto arrange
- >Check required items

Next we need to make sure we can move the boxes

3_b

This allows you to move the boxes around the screen



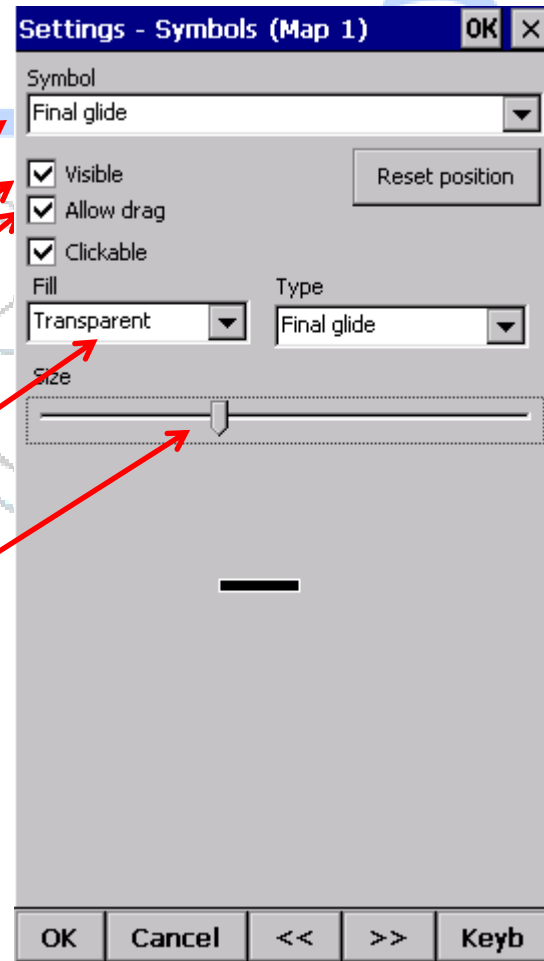
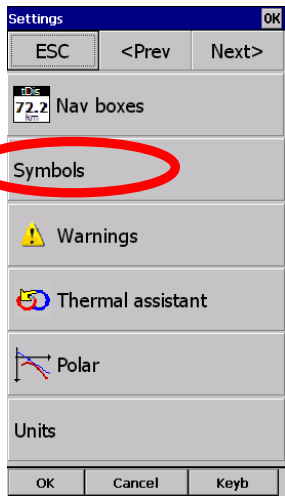
We will change the size of some of the boxes later on

- >Select all
- >Edit
- Check Allow Drag
- Select Transparent (drop box list)
- >OK>OK

Next we need to add the Final glide symbol

3_b

You can play with the Symbols and add Final Glide Indicator

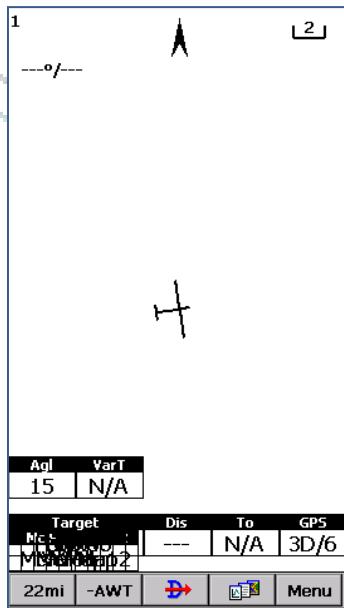


- Map1: >Menu>Settings>next>Symbols
- >Select (drop down) Final glide
- Check Visible
- Check Allow Drag
- Select Transparent (drop box list)
- Slide Size to about 1/3 across
- >OK

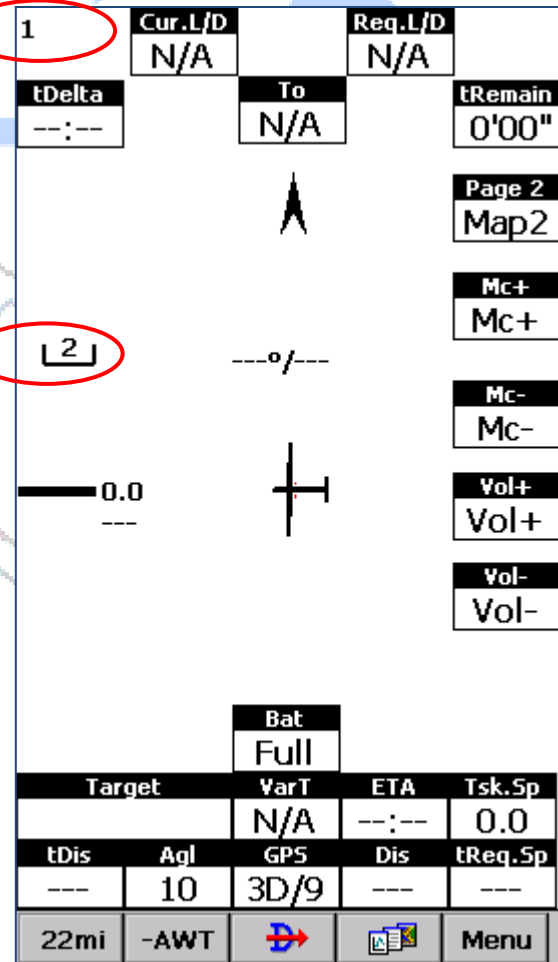
Next we will go back to Map 1 and layout the boxes

4

Layout



Tells you what map you are on →



This show you distance. The bracket area is 2 distance units →

- The boxes tend to pile up at the bottom of the screen after you have 'checked' them
- Using the stylus just drag them to the locations shown
- I have no doubts that you might find this a little busy and that at a later stage you will want to change the layout. For the moment resist that temptation and continue to humor me!

Next we will see how to change the size of some of the Nav boxes

5

Changes Nav Box Sizes

The image shows three sequential screenshots of a software settings interface. The first screenshot shows the 'Settings' menu with 'Nav boxes' circled in red. The second screenshot shows the 'Settings - Navboxes (Map 2)' dialog with the 'Currently visible' dropdown set to 'Three'. The third screenshot shows the 'NavBox properties' dialog with the 'Number of lines' set to 'Three'. A blue arrow points from the 'Mc increase' and 'Volume increase' items in the second dialog to the 'Three' option in the third dialog.

- Map1: >Menu>Settings>next>Nav Boxes
- Select (drop down) Currently Visible
- Check Select Multiple
- Highlight each item listed (not Check), just touch each item in sequence
- >Edit
- >Click on Three
- >Ok
- >Uncheck Select Multiple
- >OK

- Mc Increase
- Mc Decrease
- Volume Increase
- Volume Decrease

6

Map 1 – Lock the Boxes

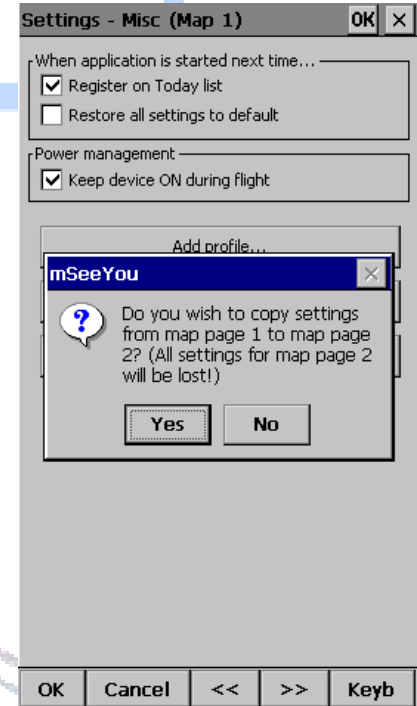
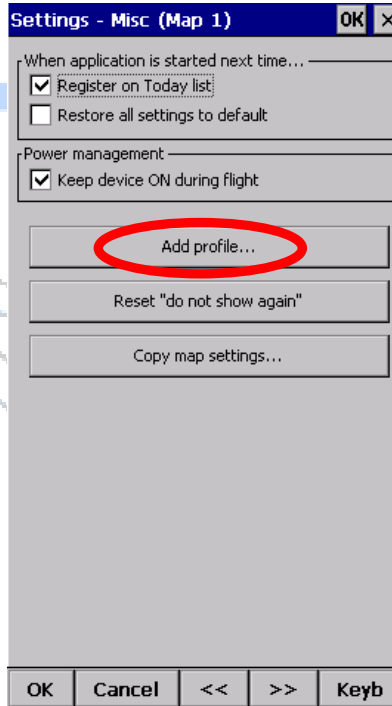
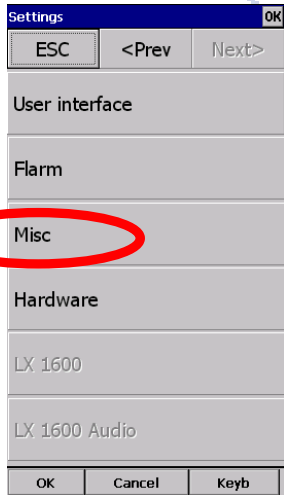
- Map 1 should now look like this
- Next lock the boxes in position so they don't move around when you are using the Oudie
- Map1: >Menu>Settings>Next>Nav boxes>Select all>Edit
- Uncheck Allow Drag
- OK>OK
- Map1:Menu>Settings>Next>Symbols
- >Select Final glide (drop down)
- Uncheck Allow Drag
- OK

Next we can set up Map 2, this is very easy it's a clone of screen 1

1	Cur.L/D N/A		Req.L/D N/A	
tDelta --:--		To N/A		tRemain 0'00"
		▲		Page 2 Map2
[2]		---o/---		Mc+ Mc+ 0.0kts Mc- Mc- 0.0kts
0.0 ---		✈		Vol+ Vol+ 50% Vol- Vol- 50%
		Bat Full		
Target	VarT	ETA	Tsk.Sp	
	N/A	--:--	0.0	
tDis	AgI	GPS	Dis	tReq.Sp
---	-40	3D/11	---	---
22mi	-AWT	↔	🗺	Menu

7a

Now Copy Map 1 to Map 2 (and make 1 change)



- Map 1:
Menu>Settings>Next>Next>Next>Misc
>Copy map settings
- READ THIS (make sure you started from Map 1)
- >Yes
- Map 2 (by clicking on Map 2 box)
- Map 2: Menu>Settings>Next>Nav Boxes
- Uncheck 'Map 2 page' checkbox
- Check 'Map 1 page' checkbox
- >OK

7b

Testing the Swap

1	Cur.L/D	Req.L/D		
	N/A	N/A		
tDelta	To	tRemain		
--:--	N/A	0'00"		
	▲	Page 2		
		Map2		
		Mc+		
		Mc+ 0.0kts		
		Mc-		
		Mc- 0.0kts		
		Vol+		
		Vol+ 50%		
		Vol-		
		Vol- 50%		
	Bat			
	Full			
Target	VarT	ETA	Tsk.Sp	
	N/A	--:--	0.0	
tDis	Agl	GPS	Dis	tReq.Sp
---	-14	3D/10	---	---
22mi	-AWT	↔	☰	Menu

You can now "Click" between the Maps

2	Cur.L/D	Req.L/D		
	N/A	N/A		
tDelta	To	tRemain		
--:--	N/A	0'00"		
	▲	Page 1		
		Map1		
		Mc+		
		Mc+ 0.0kts		
		Mc-		
		Mc- 0.0kts		
		Vol+		
		Vol+ 50%		
		Vol-		
		Vol- 50%		
	Bat			
	Full			
Target	VarT	ETA	Tsk.Sp	
	N/A	--:--	0.0	
tDis	Agl	GPS	Dis	tReq.Sp
---	24	3D/10	---	---
22mi	-AWT	↔	☰	Menu

8

Other things to set up

- Map 1>Settings>Setup Map
 - Set your terrain quality and Scheme
- Click the >> tab at the bottom
- Airspace (At your own discretion) >>
- Waypoint (At your own discretion) >>
- Flight (At your own discretion) >>
- Opt (At your own discretion) >>
- Waypoint (At your own discretion) >>

9

Other things to set up

- Nav Boxes – We have dealt with this >>
 - Symbol >>
 - Warnings – Check/Uncheck as per local requirements >>
 - Thermal – If you don't want to have Thermal Assist active then set the drop down box to "Never". If you want T/A and also show the Nav boxes then check the box >>
 - Polar – Set the Polar to your aircraft >>
 - Units – Set to your preference >>
 - Fonts - Set to your preference >>
 - Input – Set you your preference and external device if connected
 - Commands >>
 - Menu >>
- Files – Airspace. Click on the box on the right next to the airspace line. Uncheck the Demo File, and then Check the file of the country in which you are flying
 - Files – Waypoints. There are a set of standard waypoints that come with the Oudie. You will probably have your own local turn point files that you will want to add. Once you have done that uncheck the demo.cup file and check whatever TP file you want to use. >>
 - Log – Add your details in here >>
 - UI - Screen Orientation, this is very useful if you want the external charging/input cable to come into the device from a particular direction when installed into the aircraft >>

10

Other things to set up

- Flarm – (At your own discretion) >>
- Misc – Power Management – Check this box
- Hardware – (At your own discretion) >>
- >OK

NOW IS A GOOD TIME TO EXIT AND SAVE THESE SETTINGS

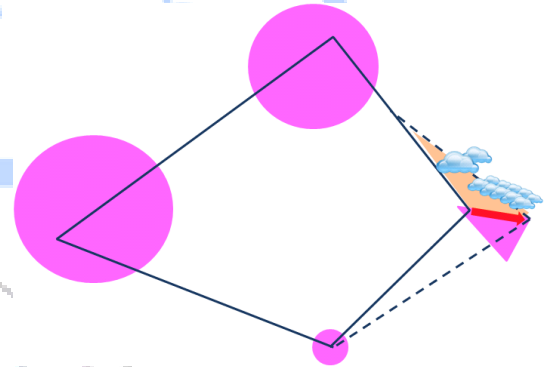
- >Menu>Next>Exit>Check Save Profile>Yes



Setting up an AAT Task

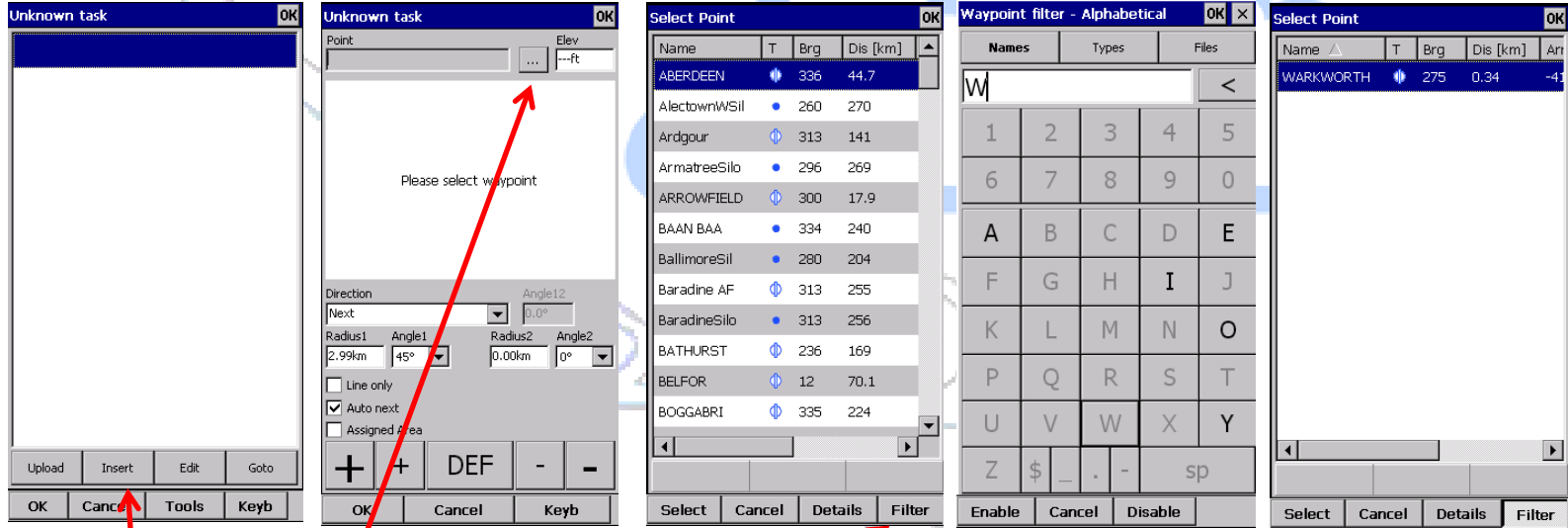
Example Task Setup

- We will now set up a task
- It will have 3 turn points
 - Point 1 – 180 degrees/30km
 - Point 2 – 90 degrees/20km
 - Point 3 – 45 degrees/10km
- Start and Finish will be at the same location
 - Start Point is half circle with a radius of 2 km
 - Finish is full circle of radius of 2km



1a

Adding a Waypoint



- Map 1: Menu>Task
- Insert
- Select Waypoint
- Select Filter
- Peck in Waypoint name
- Select

 **Select the Waypoint**

1b

Some further explanations

- Direction – This sets the direction that the sector faces (assuming its not 180 degree, which is of course a circle). In AAT it is very uncommon for a sector not to the face the next one
- Radius and Angle 1. This is the radius for of the sector. This is usually specified in the task sheet that you be given at competition along with the angle for the sector
- You might be wondering what Radius 2 and Angle 2 are for? These tend to used in non ATT events. They can be used for creating more complex turn point shapes such as Thistle and Steps
- Line Only is selected if you want a straight line as the Start or Finish line. The radius will determine the length of the line
- Auto next is checked as default
- DEF – If you have a look in Menu>Settings>Task you will see the drop down box in the Observation zone. Here you can have a standard setup which makes it easy to copy in the task parameters (Start, Point, Finish)

Unknown task OK

Point ... Elev ---ft

Please select waypoint

Direction Next Angle12 0.0°

Radius1 2.99km Angle1 45° Radius2 0.00km Angle2 0°

Line only
 Auto next
 Assigned Area

2

Setting up a Start Point

Waypoint Parameters

Unknown task OK

Point: WARKWORTH Elev: 236ft

WARKWORTH
-2.9

Direction: Start Angle1?: 90°

Radius1: 2 Angle1: 90° Radius2: 0.00km Angle2: 0°

Line only
 Auto next
 Assigned Area

+ + DEF - -

OK Cancel Keyb

- Direction drop down – Select Start
- Radius – Set to 2 km
- Angle 1 – Set to Task Parameter (e.g.. 90 degrees for a semicircle, 180 degrees for a full circle) in this case 90 degrees
- Leave Radius 2 and Angle2 at zero
- >OK

3

Add the 1st turn point

Unknown task OK

Start: WARKWORTH

Upload Insert Edit Goto

OK Cancel Tools Keyb

Unknown task OK

Point Elev

Please select waypoint

Direction Angle12

Next 0.0°

Radius1 Angle1 Radius2 Angle2

2.99km 45° 0.00km 0°

Line only

Auto next

Assigned Area

+ + DEF - -

OK Cancel Keyb

Select Point OK

Name	T	Brg	Dis [km]
BoggabriSilo	•	335	226
BREEZA GAP	•	342	139
Breeze Silo	•	339	154
BROKE AF	⊕	163	24.7
Bunnan	⊕	323	67.9
BYLONG AF	⊕	278	89.6
BYLONG AG	⊕	281	78.3
CESSNOCK	⊕	131	39.7
COBURN	⊕	340	145
Collaroy	⊕	300	99.5
Collie	•	290	274
Collie AF	⊕	290	272

Select Cancel Details Filter

- Click on blank space underneath the start point
- Insert
- Select Waypoint
- Highlight from the List
- Select

Select the Waypoint

4

Setting up 1st turn point

Waypoint Parameters

24.8km-Goal OK

Point: BROKE AF Elev: 246ft

Direction: Next Angle12: 343.2°

Radius1: 30 Angle1: 180° Radius2: 0.00km Angle2: 0°

Line only
 Auto next
 Assigned Area

+ + DEF - -

OK Cancel Keyb

- Direction drop down – Select Next
- Radius – Set to 30km
- Angle 1 – Set 180 degrees
- Check Assigned Area (THIS IS CRITICAL)
- >OK

5

Add the 2nd turn point

24.8km-Goal OK

Start: WARKWORTH
163° 24.8km 24.8km

Finish: AAT-BROKE AF

Upload Insert Edit Goto

OK Cancel Tools Keyb

Unknown task OK

Point Elev ---ft

Please select waypoint

Direction Next Angle12 0.0°

Radius1 Angle1 Radius2 Angle2
2.99km 45° 0.00km 0°

Line only
 Auto next
 Assigned Area

+ + DEF - -

OK Cancel Keyb

Select Point OK

Name	T	Brg	Dis [km]
BoggabriSilo	•	335	226
BREEZA GAP	•	342	139
Breeza Silo	•	339	154
BROKE AF	⊕	163	24.7
Bunnan	⊕	323	67.9
BYLONG AF	⊕	278	89.6
BYLONG AG	⊕	281	78.3
CESSNOCK	⊕	131	39.8
COBURN	⊕	340	145
Collaray	⊕	300	99.5
Collie	•	290	274
Collie AF	⊕	290	272

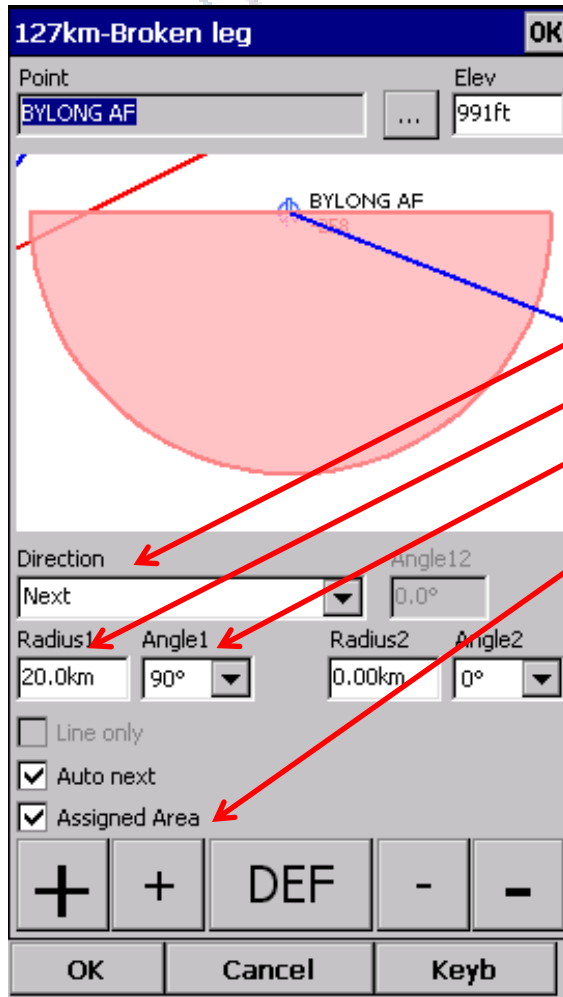
Select Cancel Details Filter

- Click on blank space underneath the start point
- Insert
- Select Waypoint
- Highlight from the List
- Select

Select the Waypoint

6

Setting up 2nd turn point



Waypoint Parameters

- Direction Drop Down – Select Next
- Radius – Set to 20km
- Angle 1 – Set to 90
- Check Assigned Area (THIS IS CRITICAL)
- >OK

7

Add the 3rd turn point (soak)

127km-Broken leg OK

Start: WARKWORTH
163° 24.8km 24.8km

1. AAT-BROKE AF
291° 102km 127km

Finish: AAT-BYLONG AF

Upload Insert Edit Goto

OK Cancel Tools Keyb

Unknown task OK

Point Elev
---ft

Please select waypoint

Direction Angle12
Next 0.0°

Radius1 Angle1 Radius2 Angle2
2.99km 45° 0.00km 0°

Line only
 Auto next
 Assigned Area

+ + DEF - -

OK Cancel Keyb

Select Point OK

Name	T	Brg	Dis [km]
Merriwa Wst	⊕	302	88.2
MickibriSilo	●	261	267
Minore Silo	●	276	243
MUDGEES AD	⊕	268	133
MULLALLAY	⊕	326	192
Mungeribar	⊕	278	277
MungeribarSi	●	278	276
MuronbungSilo	●	281	198
Murrurundi	⊕	348	79.5
MUSCLE CRK	⊕	7	25.5
NARRABRI	⊕	335	273
NarrabriSilo	●	333	272

Select Cancel Details Filter

- Click on blank space underneath the start point
- Insert
- Select Waypoint
- Highlight from the List
- Select

Select the Waypoint

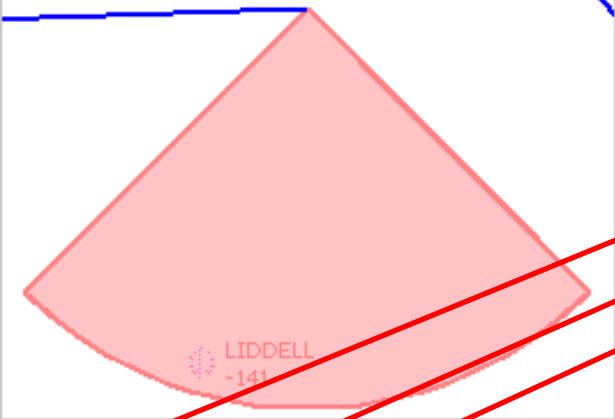
8

Setting up 3rd turn point

Waypoint Parameters

233km-Tri. OK

Point: MUSCLE CRK ... Elev: 499ft



Direction: Next ▼ Angle12: 0.0°

Radius: 10.0km Angle1: 45° ▼ Radius2: 0.00km Angle2: 0° ▼

Line only
 Auto next
 Assigned Area

+ + DEF - -

OK Cancel Keyb

- Drop Down – Select Next
- Radius – Set to 10km
- Angle 1 – Set to 45 degrees
- Check Assigned Area (THIS IS CRITICAL)
- >OK

9

Add Finish point

233km-Tri. OK

Start: WARKWORTH
163° 24.8km 24.8km

1. AAT-BROKE AF
294° 111km 136km

2. AAT-BYLONG AF
91° 97.7km 233km

Finish: AAT-MUSCLE CRK

Upload Insert Edit Goto

OK Cancel Tools Keyb

Unknown task OK

Point Elev

Please select waypoint

Direction Angle2

Next 0.0

Radius1 Angle1 Radius2 Angle2
2.99km 45° 0.00km 0°

Line only
 Auto next
 Assigned Area

+ + DEF - -

OK Cancel Keyb

Select Point OK

Name	T	Brg	Dis [km]
WARKWORTH	⊕	274	0.33
Wee Waa A/F	⊕	328	297
Wee Waa Silo	●	329	299
WELLINGTON	⊕	272	191
WellingtonSl	●	269	195
WERRIS CK	●	344	137
WESTBR	⊕	70	27.5
WIDDEN	⊕	272	63.3
WILLOW TRE	●	344	104
WIMBOYNE	⊕	323	133
WOLLAR AG	⊕	280	102
WongarbonSilo	●	275	213

Select Cancel Details Filter

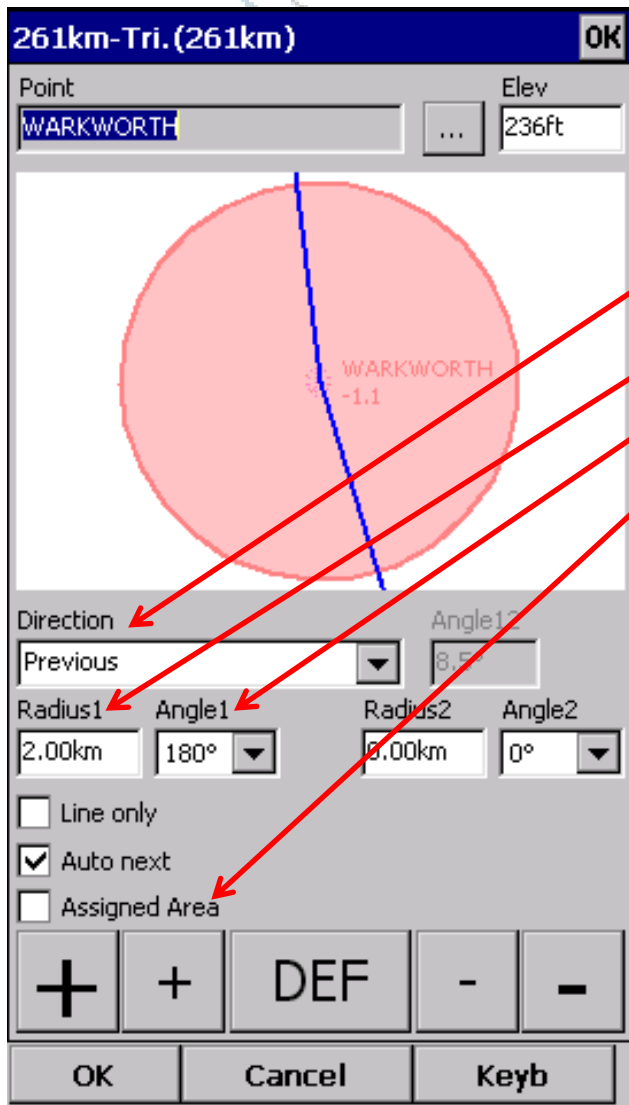
- Click on blank space underneath the start point
- Insert
- Select Waypoint
- Highlight from the List
- Select

Select the Waypoint

10

Setting up Finish point

Waypoint Parameters



- Drop Down – Select Previous (if the start and Finish is the same location and its NOT a circle)
- Radius – Set to 2km
- Angle 1 – Set to 180 degrees
- **Assigned Area is Unchecked (THIS IS ALSO CRITICAL)**
- >OK

Task Finalisation

261km-Tri.(261km) OK

Start: WARKWORTH

	163°	24.8km	24.8km
1. AAT-BROKE AF			12:14 AM
	295°	115km	140km
2. AAT-BYLONG AF			1:19 AM
	89°	93.6km	234km
3. AAT-MUSCLE CRK			2:12 AM
	173°	27.3km	261km
Finish: WARKWORTH			2:27 AM

Upload Insert Edit Goto

OK Cancel Tools Keyb

Menu OK

ESC	<Prev	Next>
Edit point	Delete point	Insert point
Point up	Point down	Invert task
Load task	Save task	Clear task
Options	Map	

OK Cancel Keyb

Task options OK

Description Task time

Gate time Below alt. [ft] Below time [s]

Start procedure

Start alt. [ft] Start gsp. [km/h]

6.5 Mc [kts] - 187km/h

Navigate to nearest point

Finish is 1000m below start

+ + - -

OK Cancel Keyb

- Menu>Task>Tools
- In this section you can finalize the task
- Clicking Options takes you to this important area
- Add task Description
- **SET TASK TIME** (This is CRITICAL)
- >OK> Tools> Save task>OK>OK

Task Editing

261km-Tri.(261km)			
Start: WARKWORTH			
	163°	24.8km	24.8km
1.	AAT-BROKE AF		12:14 AM
	295°	115km	140km
2.	AAT-BYLONG AF		1:19 AM
	89°	93.6km	234km
3.	AAT-MUSCLE CRK		2:12 AM
	173°	27.3km	261km
Finish: WARKWORTH 2:27 AM			

Upload Insert Edit Goto

OK Cancel **Tools** Keyb

Menu		
ESC	<Prev	Next>
Edit point	Delete point	Insert point
Point up	Point down	Invert task
Load task	Save task	Clear task
Options	Map	

OK Cancel Keyb

317km-Tri.(275km)
WARKWORTH- BROKE AF- BYLONG AF- CESSNOCK- WARKWORTH
261km-Tri.(261km)
WARK2
WARKWORTH- BROKE AF- BYLONG AF- MUSCLE CRK- WARKWORTH

OK Cancel Delete Keyb

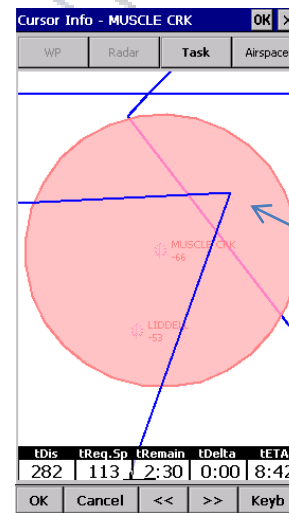
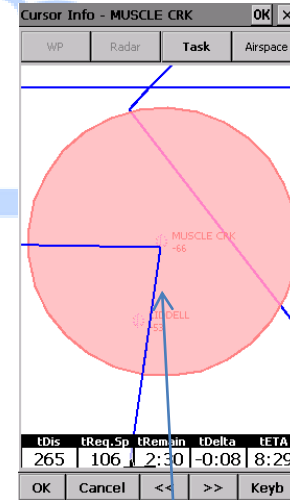
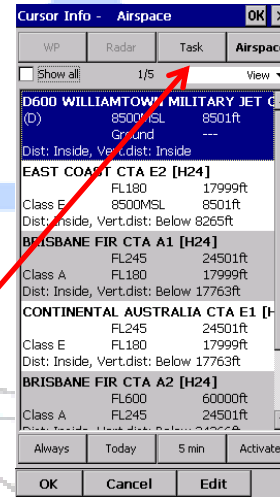
- Menu>Task>Tools
- In this section you can edit points as well as manage tasks
- Clicking Load task will bring up tasks that have been saved
- >OK>OK

Its always a good idea when you load a task to double check the turn points.
Make sure that the AAT points you want read correctly e.g.. 1. AAT-Broke AF and that the other points (start and finish) are NOT AAT. If you have a Start or Finish point 'checked' as AAT, you will get some unexpected behaviors!

13

Adjusting the Task Legs

- At task planning you may want to adjust the task legs to try and make the best of the routes available and get around the task at the fastest possible speed
- Adjusting the task turn points will change both the tDelta and the tReq.Sp
- You can adjust the turn points in each sector to take advantage of terrain and/or expected weather conditions
- To adjust the task, touch anywhere in the pink areas (task circles), this will take you in most cases to the Airspace Screen, touch the TASK tab
- Drag the task legs and watch the tDelta and tReq.Sp change. Adjust as you see appropriate
- Adjusting the MC will effect the tDelta but NOT the tReq.Sp. You will need to modify the turn point position to change the tReq.Sp after changing MC



By stretching the task, tDelta has gone from -0:08 to 0:00 and tReq.Sp has increased



Nav Boxes

An Explanation

1

The Nav Boxes – What they do

This box is really useful to work against the Required L/D in FINAL GLIDE. These two are placed side by side for easy visual comparison.

This is the #1 Nav box for AAT. This shows the time difference between the task time and the Oudies prediction of when you will cross the finish line.

This give the height required to complete the task At the start this is a big number at the beginning. This does take into account your altitude reserve (Menu>Mc & Alt>Alt Res.

This box will disappear on take off. It will reappear when you exit the start area. You can reenter and leave the start area as many times as you like. The time stamp in the box will update when you do this.. When you commit to the task, touch the box, it will then disappear.

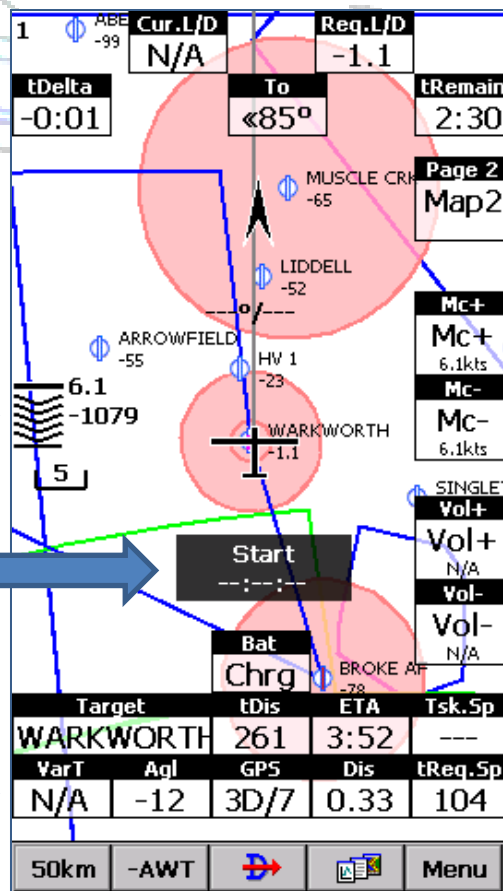
This actually gives the instantaneous actual climb rate achieved since thermal entry

This is the time remaining on the allotted task time

This allows you to change the MC from this screen. You can reference the Statistics screen to get your MC task stats.

This gives the historic calculated task speed. This is to be compared against the tReq.Sp. Many pilots use this as their #1 box

This relates to the time allocated and the actual distance you have set (in AAT distance can be varied by the pilot to a reasonable degree. Changing the turn point in a sector will effect this figure



At the Grid



1

Start Points

- Some countries have multiple start points to choose from (generally 3)
- Currently the Oudie does not support multiple start points
- It however very easy to have 3 tasks saved and the pilot can easily swap between these task. Use the Description field in the >Menu>Task>Tools>Options screen to name the Tasks accordingly
- You can also select an alternate task after take off, however in the current release (4.2.X) you will need to do the following after selecting the Task (Load Task) and are back at the Map 1 or Map 2
 - >Menu>Task>Highlight Start Point>Goto
 - This will force the Oudie to go to the start point and start correctly

Menu			OK
ESC	<Prev	Next>	
Edit point	Delete point	Insert point	
Point up	Point down	Invert task	
Load task	Save task	Clear task	
Options	Map		
OK	Cancel	Keyb	

Task options		OK
Description	Task time	
<input type="text"/>	02:30	
Before start		
Gate time	Below alt. [ft]	Below time [s]
---	---	---
Start procedure		
Start alt. [ft]	Start gsp. [km/h]	
---	---	
6.1	Mc [kts] - 187km/h	
<input checked="" type="checkbox"/>	Navigate to nearest point	
<input type="checkbox"/>	Finish is 1000m below start	
+	+	- -
OK	Cancel	Keyb

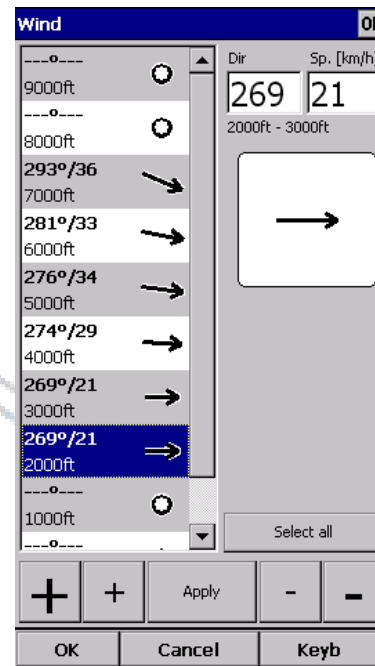
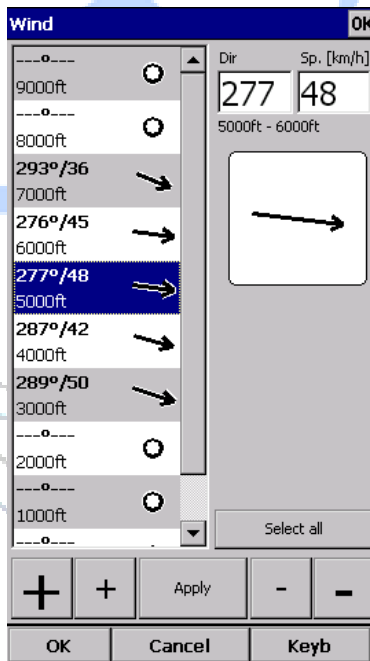
In the Air



1

Pre Start

- If you launch early on the grid, this is good opportunity to gather some important data. Wind!
- If you are able to take a few climbs within the expected working band, you will be able to build a view of the actual wind, which can often be different from forecast
- The wind data is displayed by selecting Menu>Wind
- The screen capture shown is from a spring day in the Hunter Valley in Australia (Warkworth, NSW).
- There was a strong westerly flow, but consistent across the working band. The first screen was captured from 30 minutes into the flight at 12.30am and the later and the end of the flight some 3 hrs later.
- The day was quite consistent, with the wind easing towards the end of the day, which of course made for a pleasant landing
- Of course pre-start can also give you an idea of thermal strength and critical working band



2

Task Started – Leg 1

- During the first leg the Oudie is collecting data. Depending on the length of the leg and the number of thermals taken the quality of data will vary
- IGNORE **Tsk.Sp** on the first leg, until you have taken a climb or two
- When you enter the circle, two things of interest will occur
- First you will see that **tDelta** goes negative as it is now showing the time to get the turn point selected. Stopping for a climb with the same average rate as experienced so far in the task, will see the time stay the same. A weaker climb will see the time decrease, a stronger one will see it increase

- Based on the tDelta information you may wish to extend or reduce the leg
- If you have plenty of circle and the weather ahead is good you may wish to fly to +0:05 over and then turn. Experienced pilots tend to keep 5 or more minutes up there sleeve if conditions are expected to get better as the day progresses
- Second, a **black GoTo Next** box will appear. Do not touch this box until you are ready to turn into the next leg.
- When you are ready to turn, touch the **GoTo Next** box. The you will see that task turn point automatically adjust to match the actual place at which you touched the **GoTo Next** box

The next slide has some screen shots

3

Task Started – Leg 1

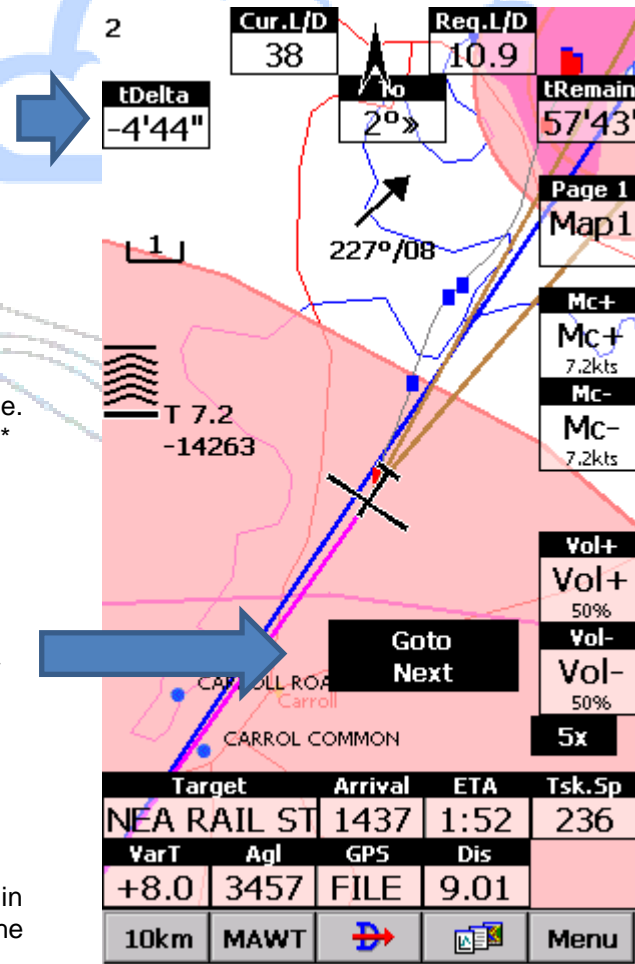
On entering the circle, this is now shows how early I would be if I turned now.

I actually want to turn when I am a few minutes over as I have the feeling that day could be stronger than the 7.2Knots planned, so I keep on going!

The blue line indicates the set task i.e. the track to the centre of each turnpoint*

The GoTo Next box appears when you enter the circle, tDelta will then show a negative time, which indicates the time you would ARRIVE at the finish if you turned right now, based on your achieved cross country speed. (it is NOT the time it will take to get to the turn point at the centre of this circle)

*if I have adjusted the task legs as in slide 32 , then the blue line will mark the position of the adjusted turn point(s)



4

Task Started – Leg 1

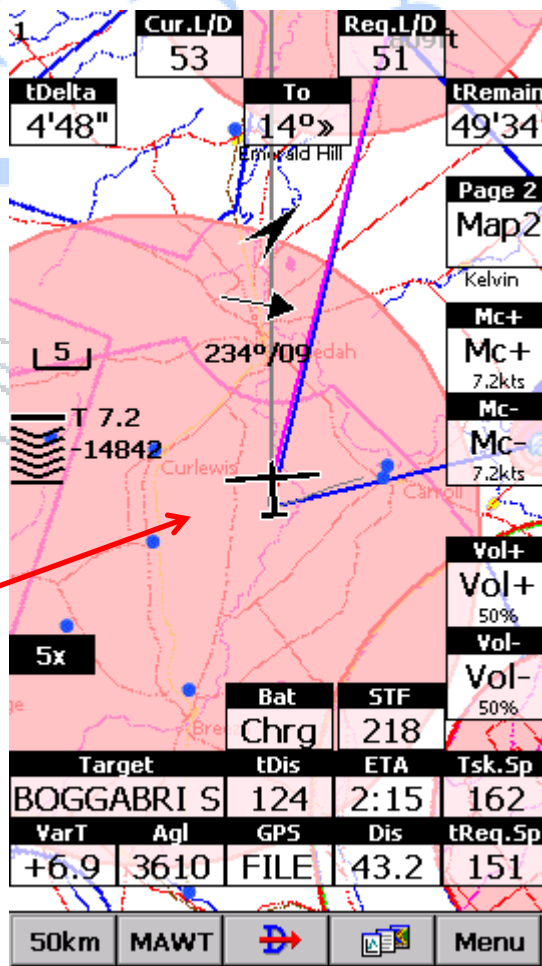
I have just tapped GoTo Next and am turning to go to the next sector.

The last climbs and thermals have indicated stronger than 7.2 Knots, so I could have increased the MC and extended the course, or just flown a bit over time as I have done here. This is personal preference.

I have tapped the GoTo Next box and it disappeared. Note that the track (purple line) has moved to the point at which I activated the GoTo Next box

The blue line now indicates the track from the point at which I turned to the centre of the next circle*

*if I have adjusted the task legs as in slide 32, then the blue line will mark the position of the adjusted turn point(s)



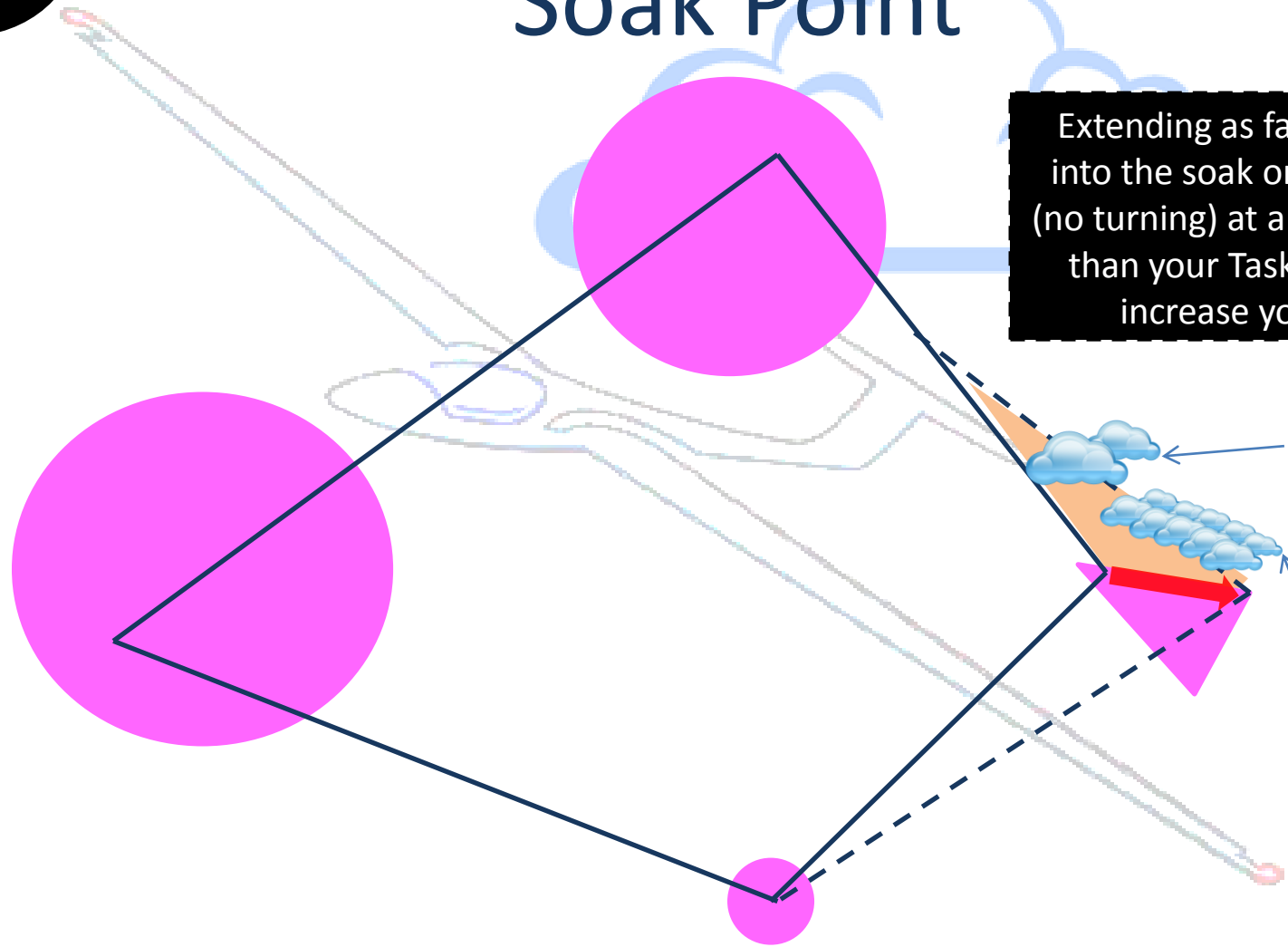
5

Soak Point

Extending as far as possible into the soak on a final glide (no turning) at a speed greater than your Task Speed, will increase your score

Better than average climb ($VarT > VarA$) to give you F/G

Street or Energy Line



6

Soak Point

- AAT's can be won or lost by making smart use of any additional lift that occurs before or in the soak point
 - A diversion that can take advantage of a street or a lift line or an over average strength thermal, in fact anything that will increase the average speed, even at the increase of going over time is worth taking
 - Its important to look at the stats page and know what your average climb rate has been before you get into this critical stage, alternatively you can add this Nav box to either of your Map pages (VarA)
- As long as you are climbing faster than the task Avg.vario (VarA or statistics page) during your last thermal on your way to final glide departure then you can increase your XC speed by extending further in the last turn sector (soak point)
 - If you taking a line of energy that extends deeper into the soak point and you are cruising at faster than Task Speed (Tsk.Sp), then and you can remain above min final glide, then take it as far as you can go. You can watch the Tsk.Sp increase

The next slide has some screen shots

7

How to Maximize the Soak Point

- There is a slightly different approach required to maximize the power of the Oudie in this task phase
 - What's required is the ability to extend the flight path along a trajectory that will see the task distance increase, at speed greater than Task Speed and making sure that you still have enough height to get home also a speed equal to or greater than the Tsk.Sp
 - The easiest way to do this is to touch the GoTo Next box as soon as you enter the sector. The Oudie has now set the Target to your final destination.
 - The Final Glide calculator hopefully is showing height above target, if not you better get a climb or reduce the MC and turn for home
- If you have excess height, then don't turn to home, but rather continue to extend you flight deeper into the sector. You will see the Fight Glide height count down. Ensure that you are flying at speed slightly greater than your Tsk.Sp
 - When the Final Glide height approaches zero, make your turn to home target. Don't wait until you are at zero as you will end up on F/G below safety height
 - Continue at the same speed unless the Cur.L/D drop below Req.L/D. If it does, wind the MC back and reduce your speed
 - If the Final Glide height increases due to energy lines or thermals, then wind up the speed (if you are over time) and go for it!

The next slide has some screen shots

8

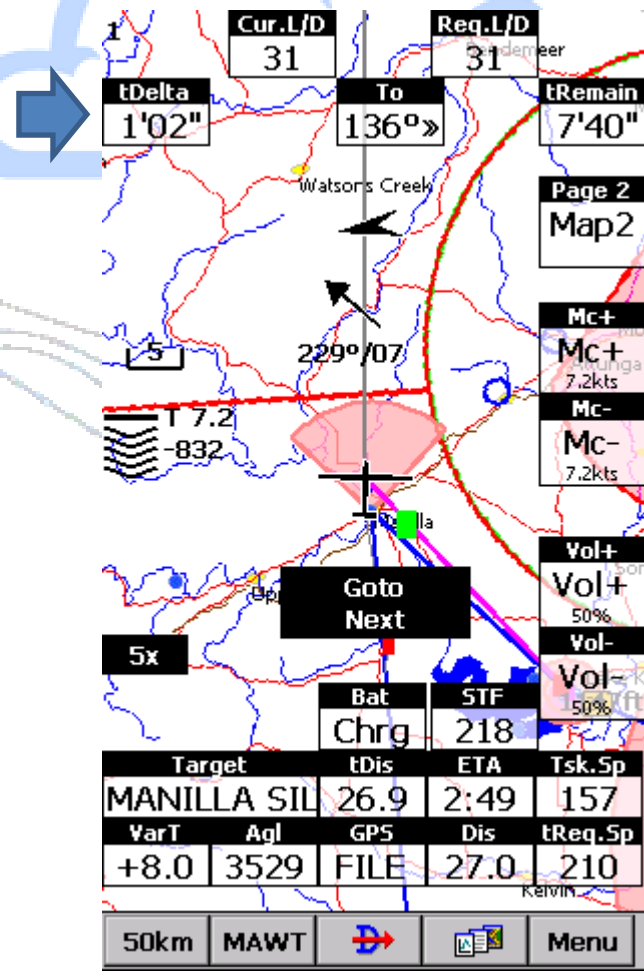
Soak Sector

tDelta show I am 1 minute over time

I will now hit the GoTo Next box even though I am NOT yet ready turn.. I am 832 feet below glide, so I will take thermal

You might pick up that the Cur L/D and the Req.L/D are the same even though the F/G Indicator is -832, and wonder why.

This is because I have not yet hit the Goto Next button and the Oudie is working back to the turn point (blue lines) in the sector



Final Glide

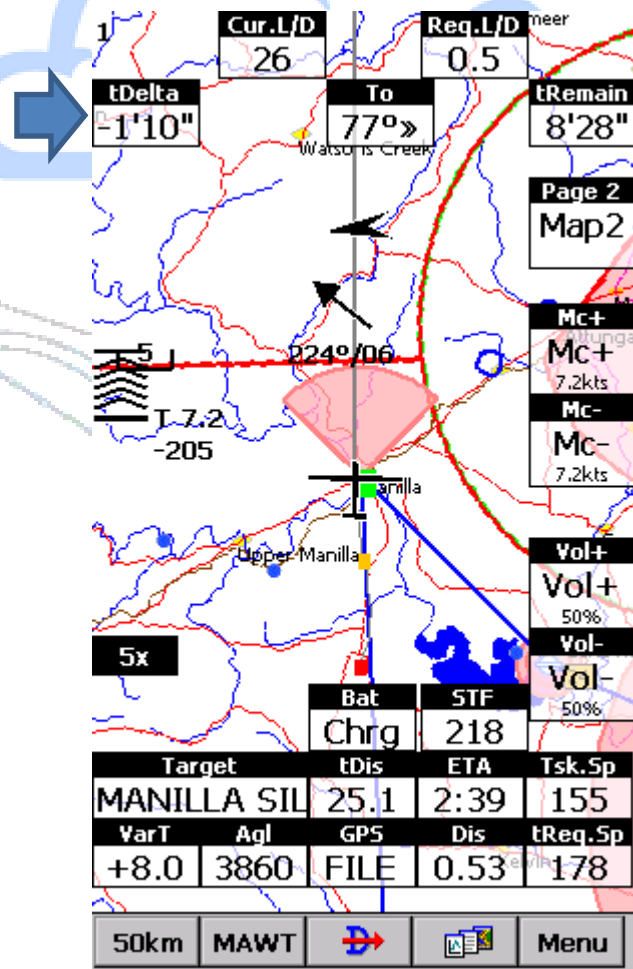
- Once you are committed to final glide then the best you can go is go as fast and you can and not go under the task or personal safety height
- On strong days, Final glide can be a VNE affair
- On days when the task is set when the end of the task is still in the mean peak lift, then final glide can be a time to make up time and go fast
- On days when the lift is dying due to over development or sea breeze or just late in the day then the ability to eek the best out of the conditions and not land short is the critical thing. You don't want to turn onto final glide with extra height that took precious time to gain
- Using the Cur.L/D and the Req.L/D in combination can be a powerful means to help judge this phase for flight on marginal days
- Remember that you might have a 1000 feet up you sleeve which you might choose to consume as you get closer to the field once you can accurately judge your safety position
- You can allow the height on the Final Glide indicator to go negative, but this will mean that your Req.L/D will not be giving you the right number
- Or you could go Menu> Mc&Alt> and change the Alt Reserve figure, if you do this make sure you change it back before you fly next time .

8

Final Glide

As I approach the soak sector tDelta shows that if I turned for home now I would be penalised for arriving 1 minute under time. I need to extend my leg (and increase my distance flown) into the soak sector until tDelta is positive.

If there are no immediate climbs ahead but there are pull ups on the next leg then I can extend into the circle at speed > than Tsk. Speed. I have been cruising interthermal at 120Knots, I will now slow to 100Knots



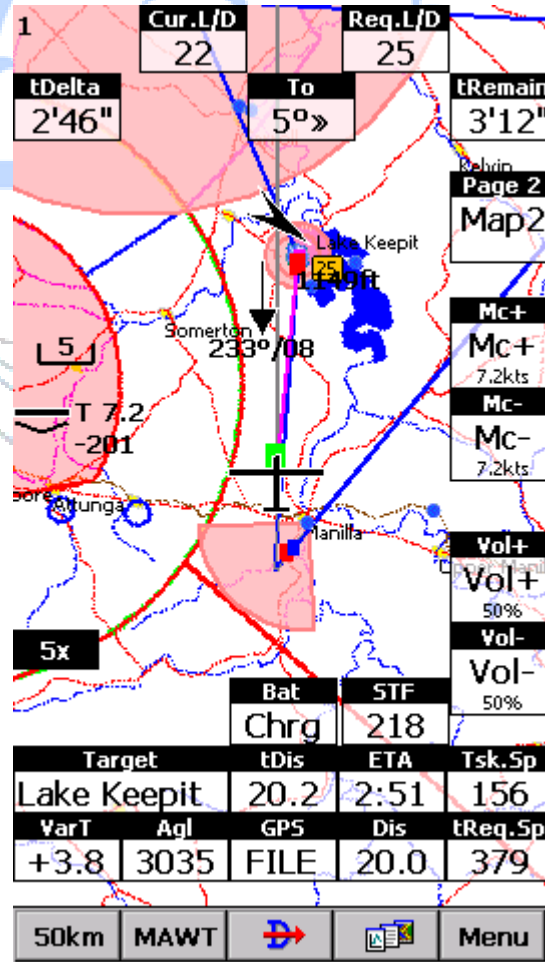
9

Final Glide

You can see that the Cur.L/D is slightly less than the Req.L/D. As I feel I have plenty of safety height and I am doing about 140knots, I am feeling quite secure.

You can see that I took a couple of turns, extended the glide and have now turned for home

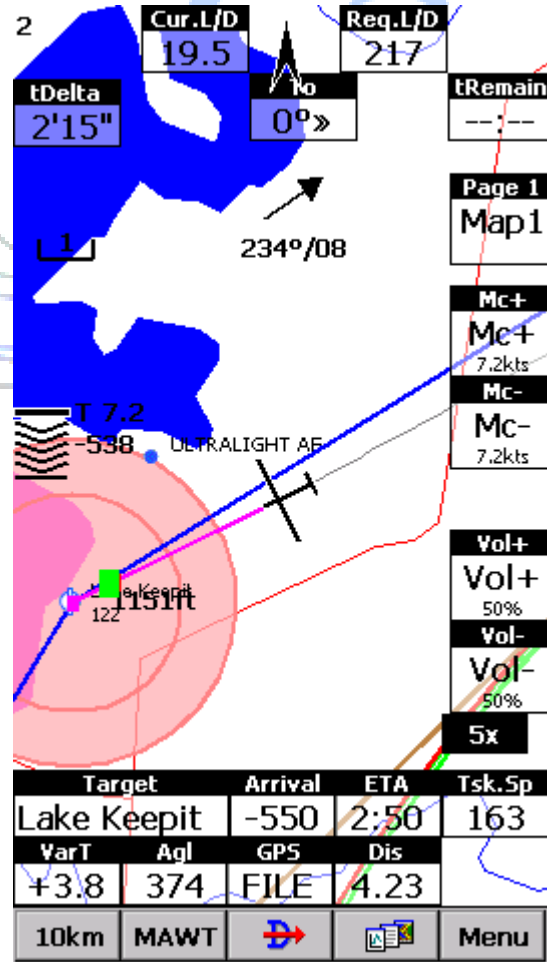
As the air is very buoyant, I can now turn up the speed, The Final Glide Indicator is telling me height relative to safety height (1000' feet above ground), so I can expect to arrive at 800' AGL,



10

Final Glide

A little bit overtime, but the last thermal .gave me some extra distance



You can see The Tsk.Sp has increased nicely in Final Glide. I can see the airstrip and am at 145Knots, all good.



Fly Safe and



Enjoy!