

SIMULATOR LESSON PLANS

developed by Russell Holtz

The following lesson plans for the Condor flight simulator are designed to be used with the [Flight Training Manual for Gliders](#) and either the [Glider Pilot's Handbook of Aeronautical Knowledge](#), or the corresponding courses of the [GLIDERBOOKS Academy Online Soaring School](#).

The lesson plans can be used with any Condor setup, but are ideally geared for use in the [Mach 0.1 Simulated Glider Cockpit](#) with Integrated Controls.

To install the lessons in Condor, download the "FlightSchool" folder from the [Downloads tab at www.Gliderbooks.com](#). Replace the "FlightSchool" folder in the Condor program folder with the one downloaded. You might want to save the old flight school folder in case you want to reinstall it.

These lessons are designed to be used under the guidance of a CFI-G. Using the lessons to teach yourself is not recommended. You may develop bad habits that may be difficult and time consuming to overcome. However, once you have permission from your instructor, it is fine to practice the lessons on your own.

The simulator lessons are grouped into "Sessions", each comprised of several "Lessons." The Lessons in each Session usually have a common element. One of the advantages of using the simulator for training is that you can break the required skills down into smaller parts, and practice them until you master them.

The lessons are divided into three phases, just like the [Flight Training Manual for Gliders](#) and the [Glider Pilot's Handbook of Aeronautical Knowledge](#). Phase I lessons can be found under the "Basics" tab, Phase II lessons under the "Intermediate" tab, and Phase III lessons under the "Advanced" tab.

Before starting a Session, make sure you read the specified sections and complete the review questions in the [Flight Training Manual for Gliders](#) and the [Glider Pilot's Handbook of Aeronautical Knowledge](#).

Most of the lessons include a demonstration of the maneuver you are about to learn. In this case, watch the demo by clicking "View Lesson". Your instructor will point out the important items for you to notice during the demo.

Once you understand what you need to do to perform the maneuver, click "Try Lesson" to fly the maneuver yourself.

Please Note: I am making these lessons available for free to anyone who wants to use them. However, if you find that they are helpful, please consider [making a contribution](#) so that I may continue to develop more of them.

PHASE I (Basic)**PHASE I : Session 1**

Required Reading (GPHAK)	Required Reading (FTMFG)	Applicable Online Course (Academy)
<input type="checkbox"/> 1.1 The Glider <input type="checkbox"/> 1.2 Flight Manual <input type="checkbox"/> 5.1 The Atmosphere <input type="checkbox"/> 5.2 Primary Instruments	<input type="checkbox"/> 1.1 Primary Flight Controls <input type="checkbox"/> 1.2 Secondary Flight Controls <input type="checkbox"/> 1.3 Using the Flight Instruments <input type="checkbox"/> 4.3 Pitch/Speed Control <input type="checkbox"/> 4.4 Using the Trim Control <input type="checkbox"/> 4.5 Shallow/Medium Bank Turns	<input type="checkbox"/> Glider Familiarization <input type="checkbox"/> Flight Instruments
Lessons (check mark in box indicates that the instructor has demonstrated this lesson and it is OK for the student to practice on their own.)		
<input type="checkbox"/> 1 A - Introduction to the Glider	This is a “non-flying” lesson. Click on “Try Lesson”, then identify and read the primary flight instruments (Airspeed, altimeter, variometer, yaw string, and compass). Use “external view” to see the effects of the stick, rudder, gear, flaps, spoilers, and water dump controls.	
<input type="checkbox"/> 1 B - Flight Controls (ASK-13)	(No Demo) This lesson uses the training glider, the ASK-13. This is a very stable glider that is excellent for your first few flights. Get comfortable in this glider before advancing to the next lesson, which uses the higher performance glider, the Discus. - Explore the effects of the primary controls. - Practice holding wings level and the pitch constant. - Explore the relationship between pitch and airspeed. - Practice using the trim. - Practice coordinating shallow turns.	
<input type="checkbox"/> 1 C - Flight Controls (Discus)	(No Demo) In this lesson you will be introduced to the Discus standard class glider. This glider is much more maneuverable, and more efficient than the K-13 you flew in the previous lesson. - Explore the effects of the primary controls. - Practice holding wings level and the pitch constant. - Explore the relationship between pitch and airspeed. - Practice using the trim. - Practice coordinating shallow turns. - Practice reading the instruments	

PHASE I : Session 2

Required Reading (GPHAK)	Required Reading (FTMFG)	Applicable Online Course (Academy)
<input type="checkbox"/> 3.1 Nomenclature <input type="checkbox"/> 3.2 Three Forces <input type="checkbox"/> 3.3 Airspeed Limits <input type="checkbox"/> 3.4 Turning Flight <input type="checkbox"/> 3.5 Load Factor <input type="checkbox"/> 3.6 Stability	<input type="checkbox"/> 4.6 Precision Turns <input type="checkbox"/> 4.7 Airbrakes in Flight <input type="checkbox"/> 5.1 Landing Checklist <input type="checkbox"/> 5.2 Introduction to the Landing Pattern <input type="checkbox"/> 5.3 Glide Slope Control Using the Airbrakes <input type="checkbox"/> 6.1 Introduction to the Landing	<input type="checkbox"/> Aerodynamics
Lessons (check mark in box indicates that the instructor has demonstrated this lesson and it is OK for the student to practice on their own.)		
<input type="checkbox"/> 2 A i - Shallow Turns	Practice making coordinated turns to fly through the turnpoints. Don't worry, the turnpoint poles are NOT solid!	
<input type="checkbox"/> 2 A ii - Shallow-Medium Turns	Practice making coordinated turns to change your heading so that you are pointing at one turnpoint, then the other. Gradually increase the bank angle during the turns.	
<input type="checkbox"/> 2 A iii - Medium Turns	Practice making coordinated turns to fly through the turnpoints.	
<input type="checkbox"/> 2 B - Airbrakes	Use the airbrakes to control descent rate to go through “windows” while maintaining a constant airspeed.	
<input type="checkbox"/> 2 C - Taxiing	PUT GEAR DOWN before clicking “Ready for Flight”! Practice using rudder to steer while taxiing, and the ailerons to keep the wings level. Stay balance on the main wheel as long as possible. Keep the airbrakes closed during this lesson.	
<input type="checkbox"/> 2 D i - Hold Off	PUT GEAR DOWN before clicking “Ready for Flight”! Try not to let the glider touch the ground until you past the turnpoint. Keep the airbrakes closed during this lesson.	
<input type="checkbox"/> 2 D ii - Landing	Using half-spoilers the entire time, practice the final approach, flair, hold off, and landing. Keep the glider on the centerline until you stop.	
<input type="checkbox"/> 2 E i - Intro to the Pattern	Use the landing checklist RUFSTALL when entering the pattern. Use the “turnpoints” to fly a correct pattern. Use visual cues (angles) to confirm your position. Repeat this with “turnpoints” turned off until you can fly the pattern consistently.	

<input type="checkbox"/> 2 E ii - Right Pattern	Use the landing checklist RUFSTALL when entering the pattern. Use the "turnpoints" to fly a correct pattern. Use visual cues (angles) to confirm your position. Repeat this with "turnpoints" turned off until you can fly the pattern consistently.
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PHASE I : Session 3

Required Reading (GPHAK)	Required Reading (FTMFG)	Applicable Online Course (Academy)
<input type="checkbox"/> 13.1 Radio Technique <input type="checkbox"/> 13.2 Who Are You Talking To? <input type="checkbox"/> 13.3 When to Use the Radio	<input type="checkbox"/> 2.1 Takeoff Checklist <input type="checkbox"/> 2.2 Takeoff Procedures and Signals <input type="checkbox"/> 2.3 Takeoff <input type="checkbox"/> 3.1 Introduction to Flying the Aerotow <input type="checkbox"/> 3.2 Flying the Aerotow with Stick and Rudder <input type="checkbox"/> 3.3 Release from Tow <input type="checkbox"/> 5.4 Radio Use	none

Lessons (check mark in box indicates that the instructor has demonstrated this lesson and it is OK for the student to practice on their own.)

<input type="checkbox"/> 3 A i - Takeoff and Tow	Practice the Takeoff and tow. Use your preflight checklist before starting the flight. After this lesson, you should use your preflight checklist before EVERY flight. There is a steady wind straight down the runway in this scenario, making the controls more responsive and the takeoff roll shorter. When you reach 2,000' AGL, release the tow rope, and end the flight.
<input type="checkbox"/> 3 A ii - Takeoff and Tow	Practice the Takeoff and tow. Use your preflight checklist before starting the flight. The wind is calm in this scenario, making the controls unresponsive until the glider reaches sufficient airspeed. When you reach 2,000' AGL, release the tow rope, and end the flight.
<input type="checkbox"/> 3 B - Radio Use	(No Demo) Practice making the normal radio calls for your airport while entering and flying the pattern.
<input type="checkbox"/> 3C - Phase I Check Flight	(No Demo) In this scenario you will combine everything you have learned in one flight. Perform a takeoff, tow up to 2,000' AGL, release, fly around, enter the pattern, and land, all without any input from your instructor.

PHASE II (Intermediate)

PHASE II : Session 1

Required Reading (GPHAK)	Required Reading (FTMFG)	Applicable Online Course (Academy)
none	<input type="checkbox"/> 8.1 Introduction to Premature Aerotow Release <input type="checkbox"/> 8.2 Simulated Rope Breaks	none

Lessons (check mark in box indicates that the instructor has demonstrated this lesson and it is OK for the student to practice on their own.)

<input type="checkbox"/> 1 A - Premature Aerotow Release	(No Demo) Before takeoff, announce your emergency plan out loud to your instructor. During the takeoff and tow, call out each time your emergency plan changes. You should verbalize your emergency plan on all subsequent takeoffs.
<input type="checkbox"/> 1 B - Rope Break 50ft	At an altitude of around 50 feet, release (or have your instructor release) the tow rope. Land straight ahead, on the runway, if possible, or on the grass if not.
<input type="checkbox"/> 1 C - Rope Break 100ft	At an altitude of around 100 feet, release (or have your instructor release) the tow rope. Land straight ahead, on the grass.
<input type="checkbox"/> 1 D - Rope Break 200ft	At an altitude of around but above 200 feet, release (or have your instructor release) the tow rope. Perform a 180 degree turn and land back on the runway.
<input type="checkbox"/> 1 E - Rope Break 400ft	(No Demo) At an altitude of around but above 400 feet, release (or have your instructor release) the tow rope. Perform an abbreviated pattern and land on the runway.

PHASE II : Session 2

Required Reading (GPHAK)	Required Reading (FTMFG)	Applicable Online Course (Academy)
<input type="checkbox"/> 15.7 Off-Field Landing	<input type="checkbox"/> 4.10 Crabbing During Cruising Flight <input type="checkbox"/> 4.15 Side Slip – Correcting for Alignment Errors <input type="checkbox"/> 6.2 Precision Landings	none

Lessons (check mark in box indicates that the instructor has demonstrated this lesson and it is OK for the student to practice on their own.)

<input type="checkbox"/> 2 A i - Crabbing	There is a crosswind from the right. Align yourself with the poles, then maintain a steady track, flying through all the poles. Try this at different airspeeds.
<input type="checkbox"/> 2 A ii - Crabbing	There is a crosswind from the left. Align yourself with the poles, then maintain a steady track, flying through all the poles. Try this at different airspeeds
<input type="checkbox"/> 2 B - Side Slips - Alignment	Use a side slip to move from one edge of the window to the opposite edge, then back again.
<input type="checkbox"/> 2 C i - Precision Landing	(No Demo) Touch down on the 6 white stripes just before the numbers 14 at the beginning of the runway.

<input type="checkbox"/> 2 C ii - Precision Landing	(No Demo) Touch down abeam the first taxiway.
<input type="checkbox"/> 2 C iii - Precision Landing	(No Demo) Touch down abeam the second taxiway.

PHASE II : Session 3

Required Reading (GPHAK)	Required Reading (FTMFG)	Applicable Online Course (Academy)
none	<input type="checkbox"/> 2.4 Crosswind Takeoffs <input type="checkbox"/> 4.16 Side Slip – Compensating for a Crosswind <input type="checkbox"/> 5.5 Crosswind Patterns <input type="checkbox"/> 6.3 Crosswind Landings	none

Lessons (check mark in box indicates that the instructor has demonstrated this lesson and it is OK for the student to practice on their own.)

<input type="checkbox"/> 3 A i - Xwind Take Off	In this lesson you will perform a crosswind takeoff with the wind from your right.
<input type="checkbox"/> 3 A ii - Xwind Takeoff	In this lesson you will perform a crosswind takeoff with the wind from your left.
<input type="checkbox"/> 3 B i - Xwind Landing	There is a crosswind from the left. Use a crab initially, then transition to a slip to perform a crosswind landing.
<input type="checkbox"/> 3 B ii - Xwind Landing	There is a crosswind from the right. Use a crab initially, then transition to a slip to perform a crosswind landing.
<input type="checkbox"/> 3 C i - Xwind Pattern	You will have a right crosswind on final. Use the appropriate crab angles to main the desired pattern, then perform a cross wind landing. Repeat with the turnpoints turned off.
<input type="checkbox"/> 3 C ii - Xwind Pattern	You will have a left crosswind on final. Use the appropriate crab angles to main the desired pattern, then perform a cross wind landing. Repeat with the turnpoints turned off.

PHASE II : Session 4

Required Reading (GPHAK)	Required Reading (FTMFG)	Applicable Online Course (Academy)
none	<input type="checkbox"/> 3.5 Shifting Through the Wake <input type="checkbox"/> 3.6 Steering Turns <input type="checkbox"/> 3.7 Aerotow Signals <input type="checkbox"/> 3.8 Boxing the Wake <input type="checkbox"/> 4.8 Steep Turns <input type="checkbox"/> 4.9 Circling Flight <input type="checkbox"/> 8.3 Rock Off <input type="checkbox"/> 8.5 Tow Plane Power Loss at Altitude	none

Lessons (check mark in box indicates that the instructor has demonstrated this lesson and it is OK for the student to practice on their own.)

<input type="checkbox"/> 4 A - Boxing the Wake	After the towplane completes a shallow left turn, begin boxing the wake. In the demo, the glider is taken to low tow, then back up to normal tow before boxing the wake.
<input type="checkbox"/> 4 B - Tow Signals	In the demo, you will see the glider demonstrate the slow down, speed up, turn left, and turn right signals (the tow plane does not respond), and the tow plane will perform the rock off signal. Practice all these maneuvers, as well as the “glider can’t release” signal.
<input type="checkbox"/> 4 C - Circling Flight	Use a 45 degree bank angle to circle. Don’t worry about centering the thermal, just try to fly a constant bank angle and pitch attitude. Practice circling to the left and to the right. You can use the “thermaling screen” on the flight computer to monitor how accurate your circles are.
<input type="checkbox"/> 4 D - Steep Turns	Use about a 60 degree bank angle to circle. Don’t worry about centering the thermal, just try to fly a constant bank angle and pitch attitude. Practice circling to the left and to the right.

PHASE II : Session 5

Required Reading (GPHAK)	Required Reading (FTMFG)	Applicable Online Course (Academy)
none	<input type="checkbox"/> 4.11 Stall Recognition and Recovery in Level Flight <input type="checkbox"/> 4.12 Stall Recognition and Recovery in a Turn <input type="checkbox"/> 4.13 Slow Flight <input type="checkbox"/> 4.14 Stall Recognition and Recovery with Airbrakes	none

Lessons (check mark in box indicates that the instructor has demonstrated this lesson and it is OK for the student to practice on their own.)

<input type="checkbox"/> 5 A i - Stalls	Enter and recover from a gentle stall in straight and level flight.
<input type="checkbox"/> 5 A ii - Stalls	(No Demo) Try to make it through both windows, but be sure to recover immediately if the glider stalls.
<input type="checkbox"/> 5 B i - Stalls in a Turn	(No Demo) Try to make it through both windows, but be sure to recover immediately if the glider stalls.
<input type="checkbox"/> 5 B ii - Stall in a Turn	(No Demo) Try to make it through both windows, but be sure to recover immediately if the glider stalls.
<input type="checkbox"/> 5 C - Stall with Airbrakes	In the demo you will see two stalls, one on final, and one after the glider “balloons” during the hold-off. Practice stalling with the airbrakes open and recovering in these situations.

PHASE II : Session 6

Required Reading (GPHAK)	Required Reading (FTMFG)	Applicable Online Course (Academy)
none	<input type="checkbox"/> 7.1 Thermaling <input type="checkbox"/> 7.2 Mountain Wave <input type="checkbox"/> 7.3 Ridge Lift <input type="checkbox"/> 7.4 Convergence/Shear	none
Lessons (check mark in box indicates that the instructor has demonstrated this lesson and it is OK for the student to practice on their own.)		
<input type="checkbox"/> 6 A - Thermaling	Practice centering a thermal. In the demo, notice how a 3 second leveling of the wings moves the circle about one radius. You can monitor your track using the flight computer. Practice thermaling to the left, and to the right.	
<input type="checkbox"/> 6 B i - Mountain Wave	This lesson start with the glider airborne, flying directly into the wind. The glider is in weak wave lift from the mountain range ahead. Fly at minimum sink speed, and maintain a track parallel to the mountain range to stay in the wave lift.	
<input type="checkbox"/> 6 B ii - Mountain Wave - Tow	In this scenario, you will tow into the wave. Release when you find lift, and try to stay in the wave.	
<input type="checkbox"/> 6 C i - Ridge - Small	In this scenario, you will work the ridge lift off of a small ridge. Watch out for other traffic!	
<input type="checkbox"/> 6 C ii - Ridge - Large	In this scenario, you will work the ridge lift off of a large mountain range. In the demo, notice what happens when the pilot gets behind the ridge.	

PHASE II : Session 7

Required Reading (GPHAK)	Required Reading (FTMFG)	Applicable Online Course (Academy)
none	<input type="checkbox"/> 4.17 Forward Slip <input type="checkbox"/> 5.7 Forward Slip with Airbrakes <input type="checkbox"/> 5.8 Turning Slips	none
Lessons (check mark in box indicates that the instructor has demonstrated this lesson and it is OK for the student to practice on their own.)		
<input type="checkbox"/> 7 A i - Forward Slip	Use a forward slip to descend, while maintaining a track through the windows.	
<input type="checkbox"/> 7 A ii - Forward Slip	In this scenario, you must land in the first clearing on your left. You must use full airbrakes AND a forward slip to lose enough altitude to safely land.	
<input type="checkbox"/> 7 B - Turning Slip	In this scenario, you are too high on base. Use full airbrakes with a slip on base, and a turning slip from base to final until you are in the correct position.	
<input type="checkbox"/> 7 C i - Phase II Check Flight	(No Demo) In this scenario your goal is to gain 3000 feet after releasing from tow. After you gain the desired altitude, perform any maneuvers requested by your instructor. You can practice using a forward slip with the spoilers to bring yourself down, then enter the pattern and land.	
<input type="checkbox"/> 7 C ii - Phase II Check Flight	(No Demo) In this scenario your goal is to gain 1000 feet after releasing from tow. After you gain the desired altitude, practice using a forward slip with the spoilers to bring yourself down, then enter the pattern and land.	
<input type="checkbox"/> 7 C iii - Phase II Check Flight	(No Demo) In this scenario your goal is to remain aloft for 15 minutes after releasing from tow. After you stay up for 15 minutes, practice using a forward slip with the spoilers to bring yourself down, then enter the pattern and land.	

PHASE III (Advanced)**PHASE III : Session 1**

Required Reading (GPHAK)	Required Reading (FTMFG)	Applicable Online Course (Academy)
<input type="checkbox"/> 4.1 Glide Ratio <input type="checkbox"/> 4.2 Glider Polars <input type="checkbox"/> 4.3 Effects of Wind <input type="checkbox"/> 4.4 Effects of Lift/Sink <input type="checkbox"/> 4.5 Effects of Wing Loading	<input type="checkbox"/> 4.19 Selecting a Cruise Airspeed <input type="checkbox"/> 4.20 Deep Stall Recognition and Recover <input type="checkbox"/> 4.21 Chandelle <input type="checkbox"/> 4.22 Incipient Spin Recognition and Recovery <input type="checkbox"/> 4.23 Spin Recognition and Recovery <input type="checkbox"/> 4.24 Rapid Speed Changes <input type="checkbox"/> 8.7 Spiral Dive Recovery <input type="checkbox"/> 8.8 Unusual Attitude Recovery	<input type="checkbox"/> Performance
Lessons (check mark in box indicates that the instructor has demonstrated this lesson and it is OK for the student to practice on their own.)		
<input type="checkbox"/> 1 A - Rapid Speed Changes	Practice rapidly changing speed between minimum sink speed and cruising speeds of 70, 80, and 90 knots, and back to minimum sink speed.	
<input type="checkbox"/> 1 B - Deep Stall Recognition/Recovery	If you allow the nose to stay too high for too long, you can enter a deep stall. To recover, allow the nose to drop well below the horizon until flying speed is reached.	

<input type="checkbox"/> 1 C i - Selecting a Cruise Airspeed	(No Demo) In this scenario, the atmosphere is perfectly calm. Use the electronic variometer in cruise mode (the display will have an "S" on the left side of the instrument on the middle line). Set the MacCready setting to different values, and fly the speed indicated by the vario.
<input type="checkbox"/> 1 C ii - Selecting a Cruise Airspeed	In this scenario, there are large, strong thermals. Set your MacCready setting to 2.9 kts, and fly the proper speed as you fly through the thermals. Do not stop to circle, but just keep flying from one cloud to the next.
<input type="checkbox"/> 1 D i - Unusual Attitude Recovery	Recover from the starting position without stalling, over-stressing, or over-speeding the glider.
<input type="checkbox"/> 1 D ii - Unusual Attitude Recovery	Recover from the starting position without stalling, over-stressing, or over-speeding the glider.
<input type="checkbox"/> 1 E - Spiral Dive Recovery	Practice entering and recovering from spiral dives to the left and to the right.
<input type="checkbox"/> 1 F - Chandelle	Cruise at 80 knots towards the turnpoint. As soon as you pass through the turnpoint, perform a chandelle. See how close you are to the pole after a full circle
<input type="checkbox"/> 1 G - Incipient Spin	Hold the nose above the horizon, with just a bit of rudder, until the glider stalls. It will then typically drop the wing on the side that you are applying rudder. Recover at the first sign that the glider is starting to spin. Practice these to the left and the right.
<input type="checkbox"/> 1 H - Spin Recognition and Recovery	To enter a spin, hold the nose above the horizon until the glider stalls. Pull the stick full back, and apply full rudder. Once the spin start the glider will continue to spin even if the controls are neutralized. Notice in the demo how the smoke indicate the very high angle of attack of the inside wing, and a lower angle of attack on the outer wing. To recover, the Discus Flight Manual states that you should "Apply full opposite rudder against the direction of rotation of the spin", then "Ease the stick forward until the rotation ceases." Practice these to the left and the right.

PHASE III : Session 2

Required Reading (GPHAK)	Required Reading (FTMFG)	Applicable Online Course (Academy)
none	<input type="checkbox"/> 5.10 No Altimeter Pattern <input type="checkbox"/> 5.12 No Airbrake Pattern <input type="checkbox"/> 5.13 Full Airbrake Pattern <input type="checkbox"/> 6.4 Landing Over an Obstacle <input type="checkbox"/> 6.5 Simulated Off-Field Landing <input type="checkbox"/> 6.6 Downwind Landing <input type="checkbox"/> 6.7 High Wind Landing	none

Lessons (check mark in box indicates that the instructor has demonstrated this lesson and it is OK for the student to practice on their own.)

<input type="checkbox"/> 2 A - No Airbrake Landing	In this scenario you will land without the use of airbrakes. This simulates a failure of the airbrakes, either from a mechanical failure, or because they have frozen shut during a high altitude flight.
<input type="checkbox"/> 2 B - Full Airbrake Pattern	In this scenario, you will fly the pattern and landing with full airbrakes after they become "stuck" in the open position when you check them on downwind in the pattern.
<input type="checkbox"/> 2 C - Pattern - Unknown Altitude	In this scenario you are landing at an airport at an unknown altitude. Fly a normal pattern based on angles.
<input type="checkbox"/> 2 D - Landing Over an Obstacle	Assume that the bottom of the window is the top of an obstacle. Fly through the window and land on the remaining runway. For a challenge, repeat, but use the TOP of the window as the top of the obstacle.
<input type="checkbox"/> 2 E - Downwind Landing	In this scenario you will have a strong tailwind on landing. Try to keep the glider on the centerline after landing. Notice how it is harder to maintain control after touching down.
<input type="checkbox"/> 2 F - High Wind Pattern and Landing	(No Demo) In this scenario there is a 27 knot wind blowing straight down the runway. Adjust your pattern accordingly.
<input type="checkbox"/> 2 G i - Off-Field Landing	(No Demo) The lesson starts off with the glider at an unknown altitude over the terrain. Find a suitable place field, then perform an off-field landing.
<input type="checkbox"/> 2 G ii - Off-Field Landing	(No Demo) The lesson starts off with the glider at an unknown altitude over the terrain. Find a suitable place field, then perform an off-field landing.

PHASE III : Session 3

Lessons (check mark in box indicates that the instructor has demonstrated this lesson and it is OK for the student to practice on their own.)

<input type="checkbox"/> 3 A i - Review	In this scenario you are approaching the airport to land. Fly a pattern and perform a landing appropriate to conditions.
<input type="checkbox"/> 3 A ii - Review	In this scenario you are approaching the airport to land. Fly a pattern and perform a landing appropriate to conditions.
<input type="checkbox"/> 3 B i - Phase III Check Flight	On this flight you should release on downwind and touchdown AFTER the first taxiway, and get stopped by the second one.
<input type="checkbox"/> 3 B ii - Phase III Check Flight	On this flight you should tow to 2000' AGL, then perform the maneuvers requested by your instructor.
<input type="checkbox"/> 3 B iii - Phase III Check Flight	On this flight you should tow to 3000' AGL, then perform the maneuvers requested by your instructor.