Lesson:

Landing

Objectives:

- Knowledge
 - An understanding of the landing maneuver components
- o Skill
 - The ability to make low-energy landings in a glider in benign weather conditions (no wind) •

Materials / Equipment

Publications

- Flight Training Manual for Gliders (Russell Holtz)
 - Lesson 6.1 Introduction to the Landing •

Simulation Files

Replay

- Landing Approach.rpy
- Landing Flare.rpy
- Landing_Holdoff Touchdown.rpy
- Landing Rollout.rpy
- Landing.rpy

Introduction

Landing a glider is managing the transition from flying machine to ground vehicle and then controlling that ground vehicle to a complete stop.

A Precision Landing brings the glider to a complete stop at a predetermined place.

Demonstration #1 – Landing

The purpose of this demonstration is to create a visual image in the mind's eye of the entire landing maneuver.

Set-up

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- View Landing.rpy Replay
- "l<<" Press to reset/pause the Replay
- Press F9 to turn the Replay camera OFF
- Press F2 for an External-Glider view . the view as shown in Figure 1
- Position •
- Press "P" •
- "P" Press as needed to pause the demonstration in coordination with reading the Play-by-Play

to start the demonstration

Play-by-Play

1. The flight begins with the glider established on a stabilized final approach to the runway.



Figure 1

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Demonstration #1 – Landing – Play-by-Play (cont.)

2. As the glider descends to within roughly a wing-span of the ground (Figure 2), it gradually pitches up to a slightly nose-high attitude as it is positioned just clear of the ground (Figure 3) and is held in that attitude until it touches down (Figure 4).



- 3. After touchdown, the glider is pitched to a fuselage-level attitude (Figure 5)
- 4. As the glider slows, it eventually tips forward onto its nose skid (Figure 6), comes to a complete stop, and finally comes to rest on one wing (Figure 7).



- 5. To repeat the demonstration,
 - Press "|<<" to reset/pause the Replay
 - Press "P" to start the demonstration

During any of the demonstration's playbacks, feel free to move the viewing camera around to get other perspectives of the landing. Pause/restart the demonstration as desired.

Demonstration #2 – Landing Maneuver Components

To establish a higher level of understanding, and to set the stage for the flight performance exercises, this series of demonstrations breaks the landing maneuver into its component parts.

1. Stabilized Final Approach

A stabilized final approach is one in which the glider is configured to land, held at a predetermined optimal airspeed, descending at a steady optimized rate, and aligned with (tracking) the extended runway centerline.

While not actually a component of the landing maneuver, "a good landing depends on a good approach".

Set-up

• View Replay Landing_Approach.rpy

- Press "|<<" to reset/pause the Replay
- Press F9 to turn the Replay camera OFF
- Press F2 to invoke the External view
- Position the view as shown in Figure 8

As the glider flies the final approach segment, note the stable nature of the pitch attitude. A stable pitch attitude results in a stable airspeed and is critical to maintaining a stabilized rate of descent.

Note: Use the parameter panel at the bottom of the display (Figure 9) to monitor the stability of the airspeed and descent rate (Vario).

Having the glider's flight path aligned with the runway centerline allows for a stable bank attitude by minimizing the need for corrective roll inputs.

As the glider descends to within a wing span of the ground (Figure 9), the more stabilized the approach, the easier it is to concentrate on the critical next phase of the landing, the Flare; and vice versa.

• Press "P" to start the demonstration

To repeat the demonstration

- Press "|<<" to reset/pause the Replay
- Press "P" to restart the demonstration







Figure 8

Demonstration #2 – Landing Maneuver Components (cont.)

2. The Flare

The Flare is a maneuver in which the glider is

- pitched from the "approach attitude" (Figure 10) to the "landing attitude" (Figure 11)
- positioned as close to the ground as possible without actually touching it

Set-up

- View Replay Landing Flare.rpy
- Press "|<<" to reset/pause the Replay
- Press F9 to turn the Replay camera OFF
- Press F2 to invoke External-Glider view
- Position the view as shown in Figure 10
- Press "P" to start the demonstration

To repeat the demonstration

- Press "|<<" to reset/pause the Replay
- Press "P" to restart the demonstration

The Landing Attitude

In most cases, a proper landing in a glider is one in which the main wheel and tail wheel touch down simultaneously (Figure 11), and if not simultaneously, then tail wheel slightly first.

This landing attitude helps ensure the aircraft touches down at a low speed and stays on the ground stays once there.

Landing at the lowest-possible speed helps minimize the property damage and bodily injury likely to accompany a ground-based collision. Keep in mind, the force of impact increases with the square of velocity.

In addition, the proper landing attitude all-but-eliminates what is often referred to as a "bounced" landing. To be clear, there is no such thing. Aircraft are not basketballs; they do not bounce. A so-called bounced landing occurs when an aircraft, having a center of gravity (CG) behind the main landing gear (e.g., most gliders), touches down on the main gear only, with excess airspeed and any appreciable rate of descent (it doesn't take much). At touchdown, the parts of the aircraft near the main gear cease their descent. Due to inertia, however, the empennage continues its descent, resulting in a tail-down (nose up) change in pitch attitude. Being rigidly attached to the pitching fuselage, the wing experiences a sudden increase in angle-ofattack and a corresponding increase in lift. The aircraft does not "bounce" back into the air; it literally flies back off the ground.

Touching down simultaneously on the main wheel and tail wheel physically eliminates the possibility of a lift-inducing pitch change. Touching slightly tail first actually results in a reduction in angle of attack (lift) as the aircraft pitches down onto the main gear.





Figure 10

Demonstration #2 – Landing Maneuver Components (cont.)

and

- 3. The Hold-Off
- 4. The Touchdown (Landing)

The lifting forces required to support a glider in flight are a function of both **angle-of-attack** and **airspeed**.

In the Hold-off phase of the landing, the aircraft is held in the landing attitude just clear of the ground (Figure 12). With the pitch attitude (**angle of attack**) held constant, landing is essentially a matter of waiting for the aircraft to run out of sufficient **airspeed**, at which point it simply lands itself (Figure 13).



Set-up

- View Replay Landing_Holdoff_Touchdown.rpy
- Press "|<<" to reset/pause the Replay
- Press F9 to turn the Replay camera OFF
- Press F2 to invoke External-Glider view
- Position the view as shown in Figure 12
- Press "P" to start the demonstration

To repeat the demonstration

- Press "|<<" to reset/pause the Replay
- Press "P" to restart the demonstration

5. The Roll-Out

Once firmly on the ground (Figure 14), Roll-out is the process of bringing the glider to a controlled stop.

After touching down, the glider is first pitched to a level fuselage attitude (Figure 15). This relatively subtle pitch change

- reduces the wing's angle of attack (lift), helping to ensure the glider stays on the ground
- lifts the lightly-structured tail wheel/skid off the ground; an aid to the entire tail section's longevity especially on rough terrain
- may improve forward visibility

As the glider slows down, the elevator loses its ability to hold the tail down and the fuselage tips forward onto the nose wheel/skid (Figure 16).

The aircraft eventually comes to a complete stop and settles onto a wingtip (Figure 17).

Figure 14







Set-up

- View Replay Landing Rollout.rpy
- Press "|<<" to reset/pause the Replay
- Press F9 to turn the Replay camera OFF
- Press F2 to invoke External-Glider view
- Position the view as shown in Figure 14
- Press "P" to start the demonstration

To repeat the demonstration

- Press "|<<" to reset/pause the Replay
- Press "P" to restart the demonstration



Figure 17



The Landing Maneuver

This section of the lesson begins the **Student Performance** component of instruction. Many of the flight performance segments described below use Condor's **Flight School** function, allowing each exercise to begin at a specific position within the overall landing maneuver.

Landing Maneuver

As with the preceding Landing Pattern lesson, each component of the Landing maneuver depends on proper execution of the preceding component. To that end, there is an instructional advantage to experiencing the Landing maneuver components in reverse order.

Exercise 1 - Rollout

In aircraft-based instruction, students often struggle with this component of the landing, and with good reason. Unlike in flight, where aileron inputs are primary for directional control, ground-based directional control is performed using rudder inputs, with ailerons serving primarily to keep the wings off the ground.

Accordingly, as the aircraft touches down and transitions from flying machine to ground vehicle, the pilot needs to make a mental shift with respect to the functions of the flight controls.

This exercise is designed to help develop the ground-based control skills required as the glider decelerates from touchdown speed to a complete stop.

Demonstration – Cockpit View

Set-up

- View Replay Landing_Rollout.rpy
- Press "|<<" to reset/pause the Replay

Play-by-Play 09:19:37

The Rollout begins with the aircraft having just touched down simultaneously on the main wheel and tail wheel in the landing attitude (Figure 18).

Holding the glider in the landing attitude at touchdown requires considerable back pressure on the control stick, so the Rollout begins with the stick is being held well back.

The wings are held level using aileron inputs. The visual reference is the horizon.

Directional control is maintained using rudder inputs. The visual reference for directional control aligns the yaw string with the group of trees at the far end of the runway, which just happens to lie on the extended runway centerline.

Figure 18



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Landing Maneuver

Demonstration – Play-by-Play (cont.)

09:09:37 - 09:19:41

The glider is pitched to a level fuselage attitude to reduce the wing's angle of attack and lift the tail structures off the ground (Figure 19).

The visual reference for "fuselage-level" is the horizon splitting the yaw string.

- Press "P" to start the demonstration
- Press "P" to pause at **09:19:41**

09:19:41 - 09:19:48

As the glider slows down, the elevator gradually loses the authority required to hold the aircraft in a fuselagelevel pitch attitude and the glider eventually pitches down onto its nose skid (Figure 20).

- Press "P" to continue the demonstration
- Press "P" to pause at **09:19:48**

Figure 19





Figure 21

09:09:48 - 09:19:54

The glider eventually comes to a complete stop and tips down onto the right wing (Figure 21).

• Press "P" to finish the demonstration



To repeat the demonstration

- Press "|<<" to reset/pause the Replay
- Press "P" to start/stop the demonstration as needed

To return to Condor's main menu

- Press ESC
- Select EXIT REPLAY
- Select OK
- Select Cancel

Flight Performance

Objectives

- to pitch to the glider a fuselage-level attitude
- to maintain a fuselage-level attitude as the glider decelerates
- to maintain directional control using the rudder
- to maintain a wings-level bank attitude
- to bring the glider to a controlled stop

Set-up

- Load Replay == Landing_Rollout.rpy into the Condor/FlightSchool/Basic directory
- Select Flight School
- Select Landing_Rollout
- Select Try lesson

Play-by-Play

1. Having just touched down, hold back on the stick to maintain the landing pitch attitude for about 2 seconds.

Use aileron inputs to hold the wings level (level horizon). You will know if a wing touches the ground; the glider will yaw dramatically to the wing-down side. Another visual cross-reference for wings-level is the amount of blue sky between the ground and the top of each side of your monitor. If your wings are level, the amount of blue sky on each side will be equal. See Figure 18 above.

2. Relax some back pressure and pitch the glider to a fuselage-level attitude as indicated by the horizon splitting the yaw string in half. See Figure 19 above.

Hold this pitch attitude as long as possible. As the glider slows down, the elevator will become increasingly less effective, requiring increased back pressure to hold the fuselage level. Eventually, the glider will tip forward onto its nose skid. See Figure 20 above.

With decreased airspeed, the rudder and ailerons also become less effective, requiring increasingly-greater deflection of the controls to produce any effect.

3. Continue to apply control inputs as needed until the glider comes to a complete stop.

If controlled properly, the glider will come to a wings-level stop pointed at the small group of trees centered beyond the far end of the runway. It will then simply tip down onto a wing.

To begin the exercise

- Press ESC
- Select READY FOR FLIGHT

As the exercise ends

- Press ESC
- Select EXIT FLIGHT
- Select OK
- Select Try lesson to repeat the exercise
- Select Cancel to return to Condor's main menu

Critique

To evaluate your performance at any point in the landing maneuver, use the **method** detailed below.

As an example, the images displayed on this page are from a critique at the point in the Rollout where the glider is being held in the fuselage-level attitude.

Method

- Press "P" to pause the maneuver
- Press F2 to invoke an Exterior view
- Adjust
- the view (Figure 22) to evaluate &
- bank attitude 0
- runway alignment 0



Figure 23

Adjust the view (Figure 23) to evaluate o pitch attitude





Press F1 to return to Cockpit view (Figure 24)

> Use the perceptions gained in the external views to recalibrate your cockpit-based perceptions of the current situation.

Prepare to make any necessary corrections.

Press "P" to continue the maneuver



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Exercise 2 – Hold-Off & Touchdown

In the Hold-Off phase of the landing, the aircraft is held in the landing attitude (Figure 25) just clear of the ground. The idea is to allow aerodynamic drag to slow the aircraft to less than required flying speed at the landing angle-of-attack, at which point the glider simply settles onto the ground (touches down; lands).

This exercise is designed to help develop the cockpit sight picture, control inputs, and patience required in this phase of the landing maneuver.

Demonstration – Cockpit View

Set-up

- View Replay Landing_Holdoff_Touchdown.rpy
- Press "|<<" to reset/pause the Replay

Play-by-Play

In this relatively brief demonstration, the glider is held in the landing attitude until it **Touches Down** (lands).

To hold the glider in the landing attitude, the aerodynamic forces generated by the horizontal stabilizer need to remain constant. These forces are a function of both airspeed and angle of attack (AoA). Therefore, as airspeed decreases in the Hold-Off, it follows that the horizontal stabilizer's angle of attack must increase. The required increase in AoA is affected by increasing elevator deflection.

Note how the control stick is continuously moved back during the Hold-Off.

• Press "P" to start the demonstration

To repeat the demonstration

- Press "|<<" to reset/pause the Replay
- Press "P" to restart the demonstration

To return to Condor's main menu

- Press ESC
- Select EXIT REPLAY
- Select OK
- Select Cancel



Exercise 2 – Hold-Off & Touchdown (cont.)

Flight Performance

Objectives

- to maintain the landing (pitch) attitude
- to hold the aircraft just clear of the surface as long as possible
- to wait for the aircraft to bleed-off its kinetic energy (speed) and to touch down
- after touchdown, to control the Rollout to a complete stop

Set-up

- Load Replay == Landing_Holdoff_Touchdown.rpy into the Condor/FlightSchool/Basic directory
- Select Flight School
- Select Landing_Holdoff_Touchdown
- Select Try lesson
- Press ESC
- Select READY FOR FLIGHT

Play-by-Play

The exercise begins with the aircraft stabilized in the landing attitude, traveling at the post-Flare airspeed of 42 knots, and positioned roughly 18 inches above the ground.

- 1. Apply back pressure on the control stick as needed to maintain the landing pitch attitude
- 2. Hold the glider clear of the surface as long as possible.

This exercise begins with the dive brakes fully closed. This is by design for instructional purposes. This lower-drag configuration allows the aircraft to remain airborne for a longer period of time, thereby providing greater opportunity to practice the Hold-Off.

- 3. Use aileron inputs to hold the wings level (level horizon) and rudder to keep the glider pointed at the center of the far end of the runway.
- 4. As the glider touches down, transition to the Rollout phase and bring the aircraft to a complete stop.

Optionally, to help make the transition from Holdoff to Rollout

- Press "P" to pause the exercise as the glider touches down (when you hear wheel noise)
- Review the Play-by-Play instructions for the Rollout component above
- Press "P" to resume the exercise

As the exercise ends

- Press ESC
- Select EXIT FLIGHT
- Select OK
- Select Try lesson to repeat the exercise
- Select Cancel to return to Condor's main menu

Exercise 3 – Flare

The Flare is a pitching maneuver that takes the glider from the "approach attitude" to the "landing attitude" and positions it as close to the ground as possible without actually touching down.

Landing Maneuver

The challenges of flying the Flair include:

- knowing when to start the maneuver
- recognizing the landing attitude from inside the cockpit
- controlling the pace of the transition from approach attitude to landing attitude
- positioning the glider close to the ground

This exercise is designed to help develop the cockpit sight pictures and timing skills required to properly execute this challenging phase of the landing maneuver.

Demonstration – Cockpit View

Set-up

- Landing Flare.rpy • View Replay
- to reset/pause the Replay Press "l<<"

Play-by-Play

Knowing When to Start the Flare

For most of the trip down Final approach, the change in the perceived trapezoidal shape of the runway is very gradual. However, as the aircraft descents to within approximately a wing-span of the ground (Figure 26), that perception changes suddenly and dramatically as the

approach end of the runway appears to be "getting really wide, really quickly!"

Pay particular attention to the rate of change in perceived width of the runway in the last two seconds of this 7-second demonstration segment.

- "P" Press to start the demonstration •
- "P" Press to pause at **09:10:37**

Repeat the first 7 seconds of the demonstration several times to mentally imprint the rate of change in perception.

- Press "|<<" to reset/pause the Replay •
- "P" to restart the demonstration Press
- "P" Press to pause at **09:10:37**

This exponential rate of change in perspective can be used to advantage.

As luck would have it, the time to initiate the landing Flare is also when the glider descends to within approximately a wing-span of the ground, so the easily-recognized perception of a "rapidly widening runway" is a good indication it's time to start the Flare.



Figure 27



Figure 26

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Landing Maneuver

Exercise 3 – Flare (cont.)

Cockpit View of the Landing Attitude

In order to make the transition from the approach attitude to the landing attitude, it is necessary to know what the landing attitude looks like from inside the cockpit. Figures 28 shows the landing attitude from outside Condor's ASK-13; Figure 29 from inside. The cockpit sight picture for the landing attitude has the bottom of the yaw string aligned with the horizon.



Pace of the Flare

When properly executed, it takes about 5 seconds to pitch (flare) a glider from the approach attitude to the landing attitude. The pitch change increases the wing's angle of attack, which in turn generates the additional lift needed to reduce the glider's rate of descent to zero.

Controlling the pace of the maneuver helps prevent both "ballooning" and "lawn-darting". Ballooning (climbing away from the runway surface) is often the result of a rushed or exaggerated pitch change that generates more lift than is needed to simply arrest the glider's descent. "Lawn-darting" (my term for flying the glider into the ground) is the likely consequence of waiting too long start the Flare and/or taking too long to complete the necessary pitch change.

• Press "P" to continue the demonstration from **09:10:37** to its conclusion.

Note the transition from the approach attitude to the landing attitude takes about 5 seconds.

Repeat the demonstration several times without interruption to imprint a sense of the pace of the maneuver.

- Press "|<<" to reset/pause the Replay
- Press "P" to repeat the demonstration

Positioning the Glider Close to the Ground

This is the process of training your brain to recognize relative proximity to the ground. It is developed through repeated experience; the objective of the following *Flight Performance* exercise.

To return to Condor's main menu

- Press ESC
- Select EXIT REPLAY
- Select OK
- Select Cancel

Exercise 3 – Flare (cont.)

Flight Performance

Objectives

- to recognize the perceived "rapid expansion in runway width" cue (Figure 27)
- to initiate the flare by pitching toward the horizon
- to use a 5-count to properly manage the pace of the maneuver
- to complete the maneuver with the glider in the landing attitude and close to, but clear of, the landing surface

Set-up

- Load Replay == Landing_Flare.rpy into the Condor/FlightSchool/Basic directory
- Select Flight School
- Select Landing_Flare
- Select Try lesson

Play-by-Play

- 1. Configure the glider for landing
 - Set the dive brakes at ¹/₂ open
 - Set pitch trim to 48 knots (approximately -53% as indicated in the monitor's lower right corner)
- 2. Fly the approach phase toward the Aim Point (near end of the runway)
- 3. As the glider approaches the ground, watch for the apparent rapid expansion in the width of the runway; your indication the glider is within a wing-span of the ground and it is time to begin the Flare.
- 4. As the Aim Point (front edge of the runway) disappears under the glider, begin pitching the aircraft to the landing attitude.

As you initiate the Flare, it is important to redirect your central vision to the horizon at the departure (far) end of the runway.

In addition to the perception of a rapidly-widening runway, a continued focus on the runway surface at the Aim Point often results in an overwhelming sensation of the ground suddenly rushing up at you. By redirecting your central vision away from the ground and toward a distance point, the runway environment falls into your peripheral field of vision, which for reasons I have yet to determine (still researching), seems to be immune to the rushing sensation.

As important, the far end of the runway serves as a horizon-like visual reference for establishing the landing attitude.

5. Having initiated the Flare, use a 5-second count ("one one-thousand", "two one-thousand", etc.) to control the pace of the maneuver. The idea is to reach a count of "5 one-thousand" at the same time you establish the landing attitude (bottom of the yaw string on the horizon).

If you see the landing attitude approaching before you reach a count of "5 one-thousand", slow the pitch change (relax some of the back-pressure on the stick) to allow your count to catch up.

Exercise 3 – Flare – Flight Performance – Play-by-Play (cont.)

- 6. If you touch the ground before establishing the landing attitude, you may have waited too long to Flare, and/or your pitch change lagged behind your count.
- 7. Do not allow the glider to pitch above the landing attitude.
- 8. As you establish the landing attitude
 - Press "P" to pause the exercise
 - Note: For this exercise, you may want to reprogram the "PAUSE" function to a button on your joystick that is easily controlled with your (free) left hand. Reaching to your keyboard to press the normally assigned letter "P" may distract you from properly holding the established landing attitude.
 - Press F2 for an external view the glider
 - Position the viewing camera to the side of the glider to evaluate your height above the runway. Your objective is to be as close to the surface as possible without touching; ideally within inches but no more than about 2 feet above of the runway.
 - Press F1 to reestablish the cockpit view Refocus your central vision to the far end of the runway Relate your in-cockpit perception of proximity to the ground to your known (external view) proximity to the ground.
 - Toggle repeatedly between the F1/cockpit view (focusing on the horizon) and F2/external view to imprint the pairing of proximity images.

With each Flare, as you accumulate more visual experience, you will improve your ability to judge your height above the runway and coordinate the timing of your established landing attitude with the positioning of the glider just above the landing surface.

Begin the Exercise

- Press ESC
- Select READY FOR FLIGHT

End the exercise with the glider paused in the landing attitude at some distance above the ground

- Press ESC
- Select EXIT FLIGHT
- Select OK
- Select Try lesson to repeat the exercise
- Select Cancel to return to Condor's main menu

Goal

Repeat the Flare exercise until you can consistently bring the glider to the landing attitude within 2 feet of the landing surface.

Exercise 4 – Complete Landings

With each of the landing components mastered, it is time to reconstitute them into a complete maneuver.

Objectives

- to fly a stabilized final approach to the Aim Point (approach end of the runway)
- to execute a controlled Flare to the landing attitude with the glider positioned just above the runway
- to hold the glider off the runway, in the landing attitude, until it touches down
- to pitch the glider to a fuselage-level attitude, hold it level as long as possible, and control the Rollout to a complete stop; wings-level and aligned with the runway heading

Set-up

- Load Replay == Landing.rpy into the Condor/FlightSchool/Basic directory
- Select Flight School
- Select Landing
- Select Try lesson

Play-by-Play

The exercise begins with the aircraft on a 1/2 mile stabilized final approach

- 1. Run a Pre-landing Checklist (RUFSTALL)
 - Radio call Airport, Aircraft type/ID, Position, Intentions, Airport
 - Undercarriage fixed
 - Flaps none
 - Speed 42 knots (speed to fly / calm winds)
 - Trim 42 knots (Condor default for this glider)
 - Air (Dive) Brakes ¹/₂ deployed (optimized descent)
 - Look at the Landing area
- 2. Begin the exercise
 - Press ESC
 - Select READY FOR FLIGHT
- 3. Fly the Approach, Flare, Hold-off, Touchdown, and Rollout.
 - Note: At an approach airspeed of 42 knots, the Hold-Off won't last very long. To extent the duration of the Hold-Off (for practice purposes), close the dive brakes as you establish the landing attitude.
 - Note: In the Hold-Off phase, as the glider is held in the landing attitude, it will eventually run out of flying speed and descend to the runway. If the glider has been held inches off the ground, the glider will return gently to the ground. If Flared 1-2 feet above the ground, the return to earth will be firmer. Running out of airspeed 3-4 feet above the runway will definitely get your attention, and "dropping it in" from much more than 5 feet can result in damage to the aircraft and its occupants.

If you realize you have Flared too high, execute the following recovery technique:

- close the dive breaks
- relax the back pressure on the stick, reducing the angle of attack
- fly the glider down closer to the ground
- execute another Flare to the landing attitude

Exercise 4 – Complete Landing

As the exercise ends

- Press ESC
- Select EXIT FLIGHT
- Select OK
- Select Try lesson to repeat the exercise
- Select Cancel to return to Condor's main menu

Exercise 5 – Landing Patterns + Landings

Since "*a good landing depends on a good approach*", it is time to combine the skills learned in the previous lesson (Landing_Pattern) with your new landing abilities.

Objectives

• fly complete landing patterns, left and right traffic, to the aim points (approach ends) of both runways at Murska-Sobota, followed by a complete landing

Set-up

- Load each the following User Flight Plans
 - o Landing_Pattern_Murska_Sobota_HITS_Rwy_09_LT.fpl
 - Landing_Pattern_Murska_Sobota_HITS_Rwy_09_RT.fpl
 - Landing Pattern Murska Sobota HITS Rwy 27 LT.fpl
 - Landing Pattern Murska Sobota HITS Rwy 27 RT.fpl
- Select Start flight
- Press ESC
- Click on READY FOR FLIGHT
- Fly repeated patterns and landings to the selected runway

Critique

To evaluate your patterns and landings, SAVE each flight as a Replay from the DEBRIEFING panel as you EXIT the Free Flight, then use the View Replay function from Condor's main menu.

To master any new skill, you must first know what to do, know why you're doing it, know how to do it, and then practice, practice, and practice.

Congratulations You have completed another important phase in your flight training.