

# INFORMATION and RULES for Trainee Pilots



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*Dear trainee pilot,*

*The information in this document is very important for you! Therefore you should always have it with you when you fly! Whenever you have time (eg. while waiting at the starting place) you can read up on the information. In this way you automatically learn the right things to do in unexpected flying situations!*

*For your „flying career“ we wish you lots of success and a **HAPPY LANDING***

*The team of the flying schools Emmetten und Titlis*

Edition of 1.6.11

## A) ORGANISATIONAL MATTERS

1. Our shops in Emmetten and Wolfenschiessen are open daily but at variable times. The current opening times are available on the recorded information service 041-620 77 77 (in German) or by personal telephone enquiry on 041-620 12 12 (Emmetten) and 079-642 82 60 (Wolfenschiessen).
2. On our very frequently updated **internet site** you can find important news. Information on the flying areas is always on the notice boards near the relevant cable cars and/or at the landing place.
3. At all our **main landing places** (Emmetten Schlüssel and Gruob, Büelen, Brändlen) the following rules apply:
  - Cars are not permitted to drive to the landing place, not even to unload. All forms of transport should be parked on the parking area near the cable car (or in Emmetten on the large village parking area). Continual parking at the Restaurant Schlüssel and Alpina is also forbidden. Please also explain this to your acquaintances that come to visit or watch you flying.
  - Garbage bins are located at all landing places (and at the starting place) such that the area can be kept tidy.
  - Cigarette butts belong in the ashtrays that are provided.
  - Unnecessary loads on the environment should be avoided and pathways should be used when available.
  - Unnecessary noise should be avoided. Camping is forbidden and dogs should be kept on a leash.
4. Otherwise our general business conditions apply (Allgemeinen Geschäftsbedingungen (AGB)). These are available on our internet pages.
5. The following rules apply in normal situations. Exceptions may be possible.

## B) INFORMATION ABOUT THE BASIC COURSE

### 1. General matters

- 1.1. The basic course (up to 10 flights) can last up to six months. As a rule, after a **pause from flying** of 10 weeks, a refresher lesson on the training hill is required.
- 1.2. For the lessons on the **training hill** you should **always book by telephone or E-Mail**.
- 1.3. For **other training flights** ("Höhenflüge") you should **always book until 8 pm the evening before using the telephone information line** 041-620 77 77 and leaving a message after the beep tone.  
**Exception:** In the summer months (1.4.-31.10.) it is not necessary to book on weekends as long as you have your own gear or when the meeting point is in Emmetten (all material is kept in the shop in Emmetten).  
The decision about whether there will be training, along with the place and time of the meeting point, will be announced after 9 pm on the information line. In uncertain weather conditions, the decision may be postponed until the morning. If you do not understand the German on the Information Line you can personally call Chris on +41-79-3407846 or Martin on +41-79-6428260 for the weather information.
- 1.4. **Training flights** are generally offered:
  - Wednesday to Sunday from 15th June to 15th August
  - 1st November to 31st March only Friday to Sunday and on public holidays (excepting 25.12. and 1.1.).
  - at other times on Thursday to Sunday and on public holidays.
- 1.5. On each flight training day there is a **compulsory briefing** beforehand. The information line (see above) gives information about the place and time. To avoid unpleasant surprises it is absolutely necessary to arrive punctually, e.g., in case the flight area is changed at short notice. You should also find out about the **weather forecast** yourself beforehand (e.g. on internet), so that you can profit as much as possible from the weather briefing.  
For trainees that can only arrive in the course of the day, and cannot take part in the briefing, a telephone call to the office is **mandatory** before appearing! (Exception in the case of evening flights, see above.) Then you **must always report to the instructor at the landing place before the first trip up the mountain!** This rule helps prevent accidents that can be caused by lack of information.
- 1.6. **Equipment:** During the basic course the rental of the glider and all other necessary equipment is included in the course fee. We recommend that from the 5th or 8th flight you begin testing different equipment ready for the follow-up course. (see C.1.4.).

### 2. Flight techniques: Starting

- 2.1. Before starting to fly you must check in with the **start leader** ("Startleiter"). He will let you know where you can lay out your glider.
- 2.2. If you did not get a **radio receiver** during the briefing, the start leader will give you one. This should be turned on shortly before you start. The trainee is responsible for the care and loss prevention of the radio. Please note that the radio should be **dismounted from your helmet** when you pack your equipment! The radio must always be secured by inserting the safety cord through the chinstrap! The flight instructor may decide that you can fly without a radio as an exception. As a rule, trainees always fly with a radio until they have passed their pilot exam, however, from the third flight you should try to fly and land independently yourself, that is, without radio assistance.  
With our radios a 2-way communication is possible, however, in order not to disturb the safety of the flying activities, we request that **you only contact the instructor in emergencies**. A forgotten flight program is not an emergency!
- 2.3. Before you lay out your glider, consider which place is best suited to the wind, obstacles and your own safety. Take note that it must always be possible **to safely abort the start!**
- 2.4. Starting places are often heavily trafficked. In order to keep the waiting times to a minimum, we appeal to you to put on your clothes, the harness and your helmet during the **start preparation** and

only then to lay out your glider. It is very annoying when pilots start by sorting out lines and then calmly do the rest of their preparations and chat to their colleagues while other pilots are waiting for a starting place. In times of very heavy traffic, we additionally recommend that the canopy is prepared behind the starting place and then transferred to the starting place as a rosette (like on the training hill) immediately before starting.

- 2.5. Before every start a thorough **5-point check** must be made: 1. All belts, helmet, emergency chute, carabiner connections and radio attached. 2. Brakes/Lines are free. 3. Canopy is lying as needed. 4. Wind direction/-strength appropriate. 5. Start und airspace are free. Additionally you must check that the radio works.
- 2.6. **The start can only be commenced when the start leader has given his OK and you are sufficiently concentrated and prepared for flight.** For the start, calmly start running while looking forward. When the canopy is above your head, brake lightly and look up to check the canopy. If necessary, run under the canopy and make any corrections using the brakes. THEN with dynamic, fast paces and leaning forwards (eagle position) accelerate until take-off speed is reached. You should not adjust the harness until you have reached a sufficient distance from the ground (**at least 50m!**). If it is necessary to do this, take the brakes, lightly applied, over your head in one hand and with the other hand pull the seat into place. Take care that you do not fly into a turn!!
- 2.7. If it is necessary to **abort the start**, pull one brake line strongly and completely downwards while keeping the other hand up. The last point for stopping the start and its direction are part of the mental preparation for the start.

### **3. Flight techniques: Flight / Flight area / Flight program**

- 3.1. Straight after starting your flight, you should fly directly **towards the landing area**. Keep your eye on other users of the airspace. If necessary, you should give way to others in sufficient time. In areas with a characteristic valley wind system (eg. Engelberg valley) you **must always fly upwind (in front) of the landing place**. Directly after starting, head towards your goal (in Büelen, the white house). Cliff soaring/thermal flying is not permitted during the basic course.
- 3.2. In normal forward flight you should fly with the glider **lightly braked** (approx. shoulder height). This gives you the best angle of attack and, thanks to the constant steering pressure, you can react immediately in case of turbulence. In the case of strong headwinds, you should brake a little less. As a rule the whole flight should be **negatively steered**, i.e., steered from a lightly braked position (hands approx. shoulder height) with counteractive steering movements of the other hand (one brake is pulled as the other is released). This leads to substantially flatter turns, less pendulum swinging and additionally it helps to reduce the rate of descent.
- 3.3. **Active flying:** It is advisable to fly actively in order to avoid dangerous situations (**see point 5**), i.e., such that you react immediately to turbulence in the air. This means that you should always try to keep the tension on the brake lines such that the canopy remains vertically above you. For example, if the canopy swings forward, the brake lines should be pulled quickly on both sides. In general, with the correct use of your body position (leaning into the turns) you can safely position the canopy and alongside of this maintain a better angle of attack.
- 3.4. As a rule every flight includes a **flight program**. As an exception, this can be just a „pleasure flight“, in which you fly freely. Before starting, you inform the start leader what flight program you wish to undertake during the flight. The start leader will transfer this information by radio to the flight instructor.
- 3.5. The agreed flight program is carried out in the area determined by the flight instructor, such that he can observe you. If you have a radio receiver (normal case), wait until he **calls you by name** and clearly repeats the flight program. **In no case may you commence or individually carry out a manoeuvre that should be accompanied by radio instruction, when you are uncertain that it was you that was really meant!** Additionally, before beginning, you should always check the airspace around you, such that collisions are avoided! In flight areas where a strong wind system rules (eg. Engelberg valley), flight manoeuvres may only be flown **upwind** (in front) of the landing place.
- 3.6. We have produced „**flight manoeuvre**“ **cards**, on which all flight manoeuvres are explained in detail. The cards are available, as a rule, at the landing place and should be consulted before the first flight.

Any unclear matters should be discussed with the flight instructor. The cards can either be taken with you and returned after the flight or read and immediately returned. Your individual preparation for the day of flying instruction is assumed. You can download the manoeuvre cards from our internet site to plan ahead.

- 3.7. Keep a continual check on the **wind-sock** at the landing place, such that you prepare appropriately and in good time for the landing approach. You should always check that the wind does not drift in an undesirable direction.

#### **4. Flight techniques: Landing approach / Landing**

- 4.1. The **landing approach direction** is determined by the terrain and the wind. At the landing place "Schlüssel" in Emmetten the approach is by left turns for winds from the valley (valley winds) and by right turns for winds from Seelisberg (mountain winds). The landing place "Gruob" can only be approached with right turns and only during valley winds. In Wolfenschiessen the landing place "Büelen" is always approached with left turns, but the landing place "Brändlen" is approached during valley winds with left turns and by mountain winds with right turns. Take special note that at Büelen, because of the obstacles, the landing approach cannot be enlarged. Excessive height is eliminated with S-turns (see point 4.4.).
- 4.2. Fly in good time to the **landing approach area**, where you should reduce unnecessary height by flying in circles in the same direction as you are going to fly the landing approach. As a general rule you should fly into the landing approach area with sufficient time to do at least one or two circles before landing. Take care while reducing height that the wind does not change direction. In the landing approach area neither manoeuvres nor tight circles are permitted! **Make sure that you distinguish radio messages that are not meant for you!** Because of the low altitude, misunderstandings can quickly lead to dangerous situations!!
- 4.3. As soon as you are at the right height, go into the „**opposite**“ approach flight. Take care that any pilots who are flying lower have right of way. During the whole approach flight, keep a continual eye on the wind-sock.
- 4.4. If you notice that you are too high during the **transverse approach** you can extend the approach if the terrain allows (Büelen: Never over the high tension wires!) and in the final landing approach, with 30-50% braking, fly clear **S-turns** (with **negative steering!**). If you are too low, shorten the transverse approach and fly directly to the landing point.
- 4.5. If you have excessive height you can brake more strongly during the **final landing approach** (max. 50-60%). At the very latest, at the beginning of the final landing approach you must **get upright** out of your harness and be ready to run! During the last 5 seconds of the final landing approach you must not change direction and shortly before touchdown (1-2 meters above ground) you should pull the brakes completely down.
- 4.6. For a **slope landing** the procedure is the same. The final landing approach is made **parallel to the slope**.
- 4.7. Should the wind suddenly change direction during the landing approach, you may have to do a **rear wind landing**. Procedure: The final landing approach is made with no brakes, that is, in full flight, and the brakes are pulled abruptly and fully downwards when you are about 2 m above the ground. If you have an airbag try to fall backwards.
- 4.8. After landing, gather your canopy in a rosette and immediately leave the landing circle. You should also turn off the radio transmitter immediately and, if you do not need it any more, give it to the flying instructor. **Get feedback on your flight from the flying instructor and the flight program for your next flight!**

## 5. Dangerous situations

- 5.1. *In dangerous situations the general rule is **keep calm!** Rushed responses generally produce negative results. Therefore, you should firstly estimate the degree of danger, localise it, and then undertake a considered appropriate and directed action.*
- 5.2. **One of the brake lines is torn or blocked:** *You can steer by holding the back lines with both hands, although you will need more strength, but the working distance is shorter. Therefore, avoid unnecessary turns and figures and during landing, when about 1 meter above ground, pull the back risers with both hands about 20 cm downwards.*
- 5.3. **The canopy wants to turn to one side:** *Generally this behaviour is due to a knot in one of the back lines mostly due to poor layout of the canopy before the start. If this is discovered during the start phase you must abandon the start. If you are already in the air, it may be possible to land again across the slope. Otherwise you must firstly fly away from the slope by steering on the other side and positioning your body to assist. Once you have reached enough distance from the slope you can try to release the knot by pulling on the individual lines that are involved. If this does not lead to any success, you should steer directly towards the landing place, taking care that the necessary turns are kept flat and towards the side in which the canopy is pulling, just by releasing the amount of counter-steering that you need to do.*
- 5.4. *If the **radio receiver malfunctions** you should fly directly to the landing approach area. Observe the red/orange beachball-fight of the flying instructor who will give you the necessary signals.*
- 5.5. *If you feel almost no wind in your face after a B-Stall (see Continuation Course), another manoeuvre, strong turbulence or braking strongly, and your glider makes strange swaying movements, you are in a state of **full stall**. By pulling a little on both front A-lines (approx. 5-10 cm), you will be able to bring the glider into a normal flying state again.*
- 5.6. *Particularly in thermal flying or generally in turbulent conditions you may experience **a fold of the canopy**. This common reaction is not particularly dangerous if you respond correctly:  
  
*In the case of a **side fold** of the canopy you should firstly steer carefully on the same side as the fold so that it does not turn in an undesired direction. Additionally move your body weight to the side that is still open. Next, pump the folded side open using the brake line.*  
  
*In the case of a **frontal fold** the whole entry channel folds under and the canopy begins to sink. Mostly the canopy returns to its normal state without intervention but, should it be necessary, it can be opened with both brakes applied in short, strong pumping movements. In rare cases a full-stall results (see above).**
- 5.7. *In the case that you brake too strongly on one side (e.g. during practice of the examination program) and a **spiral** results, you must lift both hands upwards.*
- 5.8. *In the case that following strong bilateral braking the canopy collapses, you must immediately lift both hands upwards. In this case you have exceeded the **stall point** (100% braking), which is very dangerous, especially when you are close to the ground (landing approach) but also at high altitudes. For this reason the brakes should never be applied bilaterally more than 50%, which according to the type of canopy, corresponds to a maximal brake position of naval height.*

## C) INFORMATION ABOUT THE CONTINUATION COURSE

### 1. Generalities

- 1.1. *The information about the basic course applies logically for the license preparation course!*
- 1.2. *The length of the theoretical and practical training for the pilot license preparation course varies according to the option chosen. It may be 6 or 12 months from the beginning of the continuation course or, in the case of the package course 6, 12 or 18 months. The limit can be extended by timely notice before the end of the course period, e.g., in the case of sickness, accidents and other uncontrollable major events, or in the case of a demonstrable period abroad where regular course attendance becomes impossible. At the end of the training period a fee of CHF 500.- is payable for a further 6 months.*
- 1.3. *Trainees who have not flown for more than 10 weeks should do several starts on the **practice hill** with the basic course before attempting a "high" flight again!*
- 1.4. *From the 11th flight, that is, at the beginning of the continuation course you should rent or buy your **equipment**. We will automatically charge you a rental fee of CHF 300.- from the 11th flight for the next ten flights. If you buy material (particularly a glider) within these 10 flights, we will refund CHF 30.- for each flight where rental was no longer necessary. We therefore recommend that you start testing different types of gliders as soon as possible (mostly from the 5th or 8th flight) and, on the basis of comfort, that you chose a harness as soon as possible. Naturally we will advise you about the best solution for your needs. Particularly we offer attractive forms of payment and a package deal for rental/leasing. Take note that the course fee only applies when you buy or rent your equipment from us (new or second-hand). If you bring your own equipment, we charge an additional CHF 1500.- but we give you a voucher for the purchase of further equipment which is valid for 3 years. If you bring part of your own equipment the additional fee is adjusted accordingly (canopy CHF 1000.-, harness and emergency chute each CHF 250.-). It does not matter in which school you buy the material (Titlis or Emmetten). You can buy or rent part in one school and part in the other.*
- 1.5. *Shortly after buying your own equipment (particularly the canopy), you must take out liability insurance. The 5-digit **insurance number** (use the SHV application form found on their website) must be glued to the underside of the canopy immediately after purchase and the insurance certificate (with matching number) should be carried at all times.*
- 1.6. *The following **documents** should always be taken with you on flights: Insurance certificate, control card, flight log book and this information sheet. Additionally we recommend that you always have gloves with you!*
- 1.7. *In the event that you are interested in training according to **German or Austrian laws** let us know in good time.*
- 1.8. *As a rule you will fly your first 20 flights exclusively in our schools. As we offer a combined training program there is no distinction between the flying school Titlis or the flying school Emmetten. If you wish to fly with another flying school, you must book there in advance. According to the school, a fee will generally be charged per flight (between CHF 15.- and 30.-). We have agreements with several flying schools for free **guest flights**. Ask for our special information leaflet about guest flights or download it from our internet site.*
- 1.9. *If you hear mention of a **trainee swap** ("Schüleraustausch") on the recorded information service, this means that at the designated flying school on these specific days you can fly for free even as a beginner (with your own material or rented from us).*
- 1.10. *Occasionally in the summer months we offer **special programs** for more advanced trainees. For example, a morning flight from Klewenalp, an afternoon flight from Stanserhorn, or even a flight from Haldigrat, Gummen, Titlis, etc. Trainees who have the stamp "Thermik" in their flight log book (see 3.2.) can take part. According to the difficulty of the terrain, a minimum number of flights may additionally be required. You will be informed of the requirements on the recorded information service. It is generally necessary to book in for the special programs. Please note the details on the information service recording.*

- 1.11. Participation at the **theory course** (3x per year, on four evenings from 7.30 pm to 10.15 pm) is voluntary. It is included in the fees of the continuation course and we recommend that you do attend. It is not necessary to book in.
- 1.12. Before you do the practical exam you must have passed the theoretical exam. The applications to do the exams are available exclusively online on the website of the **Swiss Hang-gliding Association** (Schweizerischen Hängegleiterverband SHV) and are independent of our school: [www.shv-fsvl.ch](http://www.shv-fsvl.ch).

## **2. Flight techniques: Start / Flight / Landing**

- 2.1. The rules about flight techniques described for the basic course apply accordingly.
- 2.2. From approx. the 20th flight you can **fly without radio help** (but with the radio turned on). Permitted flight programs are circles, exam program, light wingovers, use of the speed system and „ears“. B-stalls, spirals and all types of fold-ins are not permitted.

## **3. Thermal flying**

- 3.1. Essentially thermal currents mean turbulence, that is, the pilot must pay more attention to his equipment and the terrain. This requires a certain amount of flying experience for which we have introduced the internal rule of the **log book entry "Thermik"**.
- 3.2. In order to obtain the log book entry "Thermik" the following **requirements** need to be met:
  - At least **25 log book entries** ("high" flights) of which at least 10 were with your current/own canopy.
  - **½ day of start training on the training hill** with your current/ own canopy
  - **all of the established manoeuvres** (B-stall, fold-ins, spirals, „ears“) completed
  - **5 correct flights without radio help** (radio stays on but instructor does not give instructions)
  - a **safe landing technique** even with strong valley winds
  - attached and tested **speed system**, attached **SHV number**
  - **knowledge of the right of way rules**
  - completed test „Thermal Flying“
- 3.3. Additionally the **individual permission of the start leader** is required.
- 3.4. **Correct thermal flying above cliffs and steep slopes:** Essentially the glider is flown lightly braked during thermal flying. With a sufficiently safe distance from the ground and other obstacles (in turbulent conditions correspondingly more) you fly across the slope, lightly braking the canopy (20-30%). Pendulum movements must be continually corrected (active flying).
- 3.5. You must **never turn towards** the slope! **Always turn away from the slope** and approach again at an angle to it. Additionally you must take care that you do not obstruct any other pilots that are flying near or behind you. For this reason **look back** before starting to turn!
- 3.6. When flying thermals in open airspace and when above cliffs (min. 100m) you can fly in circles. These should be flown in the **same turning direction** as any other pilot who arrived beforehand in the thermal current. **Attention:** When flying above cliffs there is a danger that the dynamic thermal current sweeps you into the lee currents behind the cliff or slope.
- 3.7. On **entering the thermal current** the canopy will swing a little backwards, causing the angle of attack to increase. To avoid this becoming too large (stalling) you should release the brakes shortly and as soon as the canopy is back in position, reapply them. When **flying out of the thermal current** the canopy will swing to the front. Do the opposite: As the canopy swings forwards you should brake more strongly.
- 3.8. Additional internal school rules for thermal flying.
  - At **Niederbauen:** Flying is not permitted east of the starting place and west of the triple high tension wires!
  - At **Büelen:** Flying is not permitted south of the cable car and north of the waterfall/gorge! Additionally at Büelen, because of the frequent turbulent conditions, a minimal distance of 50 m from the ground (vertically and horizontally) must always be maintained (Exception: When the flight instructor directly and uninterruptedly supervises you over the radio)

If you are not able to maintain the correct height, at the level of the lower alpine pasture you must fly outwards into the valley, due to the cable that is attached from there to the valley floor.

In general: **Visual contact with the start and landing** places must always be maintained and rising more than **400m** above the starting place is the maximum that is permitted for trainees! Thermal flights should not be longer than **30min** (Tiredness -> Concentration lapses)! Failing to observe these internal school rules will result in a thermal flying ban!

- 3.9. **Right of way rules: Give way to the right!** Everyone flying a thermal current must turn in the same direction! Especially over cliffs there is an exceptionally important rule: If two pilots are flying towards each other, the **one who has the cliff on his left must move to the right in plenty of time**, whereas the one who has right of way keeps to his flight path. This rule is vitally important to safety, as this situation occurs very frequently.
- 3.10. Thermal flying/soaring requires a **minimum of self-reliance**. Supervision is only possible to a limited extent. If you are insecure and there is a lot of air traffic you should fly back towards the landing area. There will certainly be other beautiful thermal flying days!!

## D) CHECKLISTE FOR „HIGH“ FLYING

The [ ] fields should be ticked off after successful completion! Learning tempos vary substantially from trainee to trainee and progress is to be individually adapted! The following pattern should be understood only as a guide. Programs with \* should be flown only after you have acquired your own glider.

### 1-2 flights

- > complete radio supervision by the flying instructor
- > no individual manoeuvres
- > as a rule with a Classic/Corrado canopy
- [ ] initial flight
- [ ] 360° turn left
- [ ] 360° turn right
- [ ] slow double circle

### 3-4 flights

- > gradual independence of individual flying parts
- > landing help by the flying instructor
- > as a rule with a Classic/Corrado canopy
- [ ] steering with the back risers
- [ ] easy wingovers

### 5-7 flights

- > further independence
- > as possible, 1st attempt without landing assistance
- > as a rule with a very tolerant training canopy (Alpha, P11/26, Eole, Atlas, Cyber, Primax, etc.)
- [ ] getting used to a different canopy
- [ ] easy wingovers
- [ ] turns left and right, in combination
- [ ] making „ears“
- [ ] steering by change of body position
- [ ] exam program without checking the time

### 8-10 flights

- > according to progress, individual landing approach
- > test phase for different canopies, ready for purchase or rental
- [ ] getting used to a new canopy
- [ ] easy wingovers
- [ ] turns to left and right
- [ ] making „ears“
- [ ] exam program without checking the time

### 11-15 flights

- > making a decision about purchase/rental
- [ ] wingovers
- [ ] making „ears“
- [ ] side fold-ins

- [ ] front fold-ins
- [ ] rapid direction changes with stabilisation
- [ ] pleasure flight without any instructions
- [ ] timed exam program

### 16-20 flights

- [ ] B-stall\*
- [ ] making „ears“ combined with using the speed system\*
- [ ] reverse starts (also possible on the practice hill)
- [ ] pleasure flight without any instructions

### 21-25 flights

- > preparation for thermal flying
- [ ] 5 flights completed without instruction (but radio remains turned on)
- [ ] side fold-ins with speed system\*
- [ ] spirals\*
- [ ] pleasure flight without any instructions

### 25-30 flights

- > collecting flying experience
- [ ] thermal flying (once requirements and test are completed)
- [ ] timed exam program
- [ ] pleasure flight without any instructions

### from the 36th flight

- > individual learning progress
- > independent flying under observation
- > exam preparation
- [ ] repetition of all manoeuvres
- [ ] exam program
- [ ] pleasure flight without any instructions
- [ ] thermal flying
- [ ] front stall
- [ ] steep slope landings
- [ ] discussion of rear wind landing
- [ ] landing with the rear risers
- [ ] landing with „ears“