Lesson 10. Right-seat introduction

Ground 1.0 hr | Dual 1.5 hr | ACS AI.V.A, AI.V.B, AI.V.C, AI.V.D, AI.V.F, AI.VI.A, AI.VI.B, AI.VII.A, AI.VII.B, AI.VIII.A, AI.VIII.B, AI.VIII.C, AI.VIII.D

CFI CANDIDATE | DATE | SUPERVISING INSTRUCTOR

AIRCRAFT ☐ N41459 Warrior ☐ Ground only | FLIGHT TIME | GROUND TIME

OBJECTIVE

The candidate flies the airplane competently from the right seat. Seat position stops competing for attention, so that when narration starts at lesson 25 there is capacity available for it.

This lesson is where flying begins, and it sits at lesson 10 for a reason worth telling the candidate: a pilot who does twenty-five consecutive ground lessons gets rustier, not sharper. That is Decision 6, and it exists substantially for the second-career candidate whose precision has decayed.

Nothing is taught from the right seat in this lesson. The candidate is not narrating, not demonstrating, and not instructing. They are learning to fly from an unfamiliar seat. Adding teaching here is the single most common way to waste this lesson.

LESSON STEPS: THE ELEMENTS, IN TEACHING ORDER

Check each element as it is taught. Leave anything not done blank. Sign once at the bottom.

☐ 1. Why the right seat is different, and what specifically changes
FAA-H-8083-3C

☐ 2. Preflight assessment, flight deck management, engine starting from the right seat
AI.V.A, AI.V.B, AI.V.C

☐ 3. Taxiing, airport signs and lighting, from the right seat
AI.V.D

☐ 4. Before takeoff check
AI.V.F

☐ 5. Communications and light signals; traffic patterns
AI.VI.A, AI.VI.B

☐ 6. Sight picture. The changed picture on the runway, in the flare, and in the pattern
AI.VII.A, AI.VII.B

☐ 7. Control handling. Left hand on the yoke, right hand on the throttle

☐ 8. Traffic scan from the right seat, including the blind spots that move
AI.II.B

☐ 9. Fundamentals of flight from the right seat
AI.VIII.A to AI.VIII.D

☐ 10. Normal takeoffs and landings from the right seat
AI.VII.A, AI.VII.B

COMPLETION STANDARDS

The standard is right-seat solo-equivalent competence at private pilot standards. That means: if the instructor were not in the airplane, the candidate could safely fly it from the right seat.

1. The candidate conducts the preflight, engine start, taxi, and before-takeoff check from the right seat, unprompted, in the correct sequence.
2. The candidate flies straight and level, turns, climbs, and descents to private pilot standards from the right seat.
3. The candidate completes at least three normal takeoffs and landings from the right seat to private pilot standards, with a safe touchdown in the touchdown zone.

4. The candidate maintains a traffic scan that covers the right-seat blind spots, demonstrated by calling at least one traffic sighting or one deliberate clearing turn before each maneuver.
5. The candidate manages the throttle with the correct hand without reaching across, throughout.
6. The candidate delivers a self-critique before hearing the instructor's.

DEBRIEF AND SIGN-OFF

Critique: the error, its probable cause, and the correction. Candidate self-critique first.

Sign once for the whole lesson. Elements left unchecked above were not taught this session.

SUPERVISING INSTRUCTOR SIGNATURE / INITIALS

DATE