

Lesson 25. Maneuver teaching: the four-part cycle

Ground 0.8 hr | Dual 1.5 hr | ACS AI.IV.A, 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 runs the complete four-part maneuver teaching cycle on a maneuver they can already fly, so that the cycle itself is what is being learned rather than the maneuver. At the end they have taught the four fundamentals of flight from the right seat, corrected a Simulated Student flying them badly, and critiqued that flying to the standard.

The maneuver is deliberately easy. Everything in this lesson that is hard is the teaching.

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. The four-part cycle: brief, demonstrate, talk through, critique and debrief
standards/MANEUVER-LESSON-SHAPE.md
2. What AI.IV.A actually tests, and why the brief is graded
FAA-S-ACS-25, Area IV
3. The preflight ground lesson on a maneuver: the seven items, in order
standards/MANEUVER-LESSON-SHAPE.md, addition 2
4. Demonstrating while narrating: what a first-time Student can absorb
FAA-H-8083-9B chapter 5
5. Talking a Student through a maneuver they are flying badly
FAA-H-8083-9B chapter 5
6. Positive exchange of controls, both directions, including the unoffered airplane
AI.IV.A, FAA-H-8083-3C
7. The four fundamentals as teaching content: straight-and-level, level turns, climbs, descents
AI.VIII.A to AI.VIII.D
8. Critique of somebody else's flying, against the three-part standard
standards/CRITIQUE-STANDARD.md

COMPLETION STANDARDS

1. The candidate delivers the preflight ground lesson on the four fundamentals, covering all seven items of the brief including the safety brief and the exchange of controls briefing, and answers two Student questions without reading from notes.
2. The candidate flies the four fundamentals to commercial pilot tolerances from the right seat while narrating continuously, and does not go silent through any roll-in, level-off, or configuration change.
3. The candidate talks the Simulated Student through each of the four fundamentals, and names the cause rather than only the deviation on at least four of the errors flown.
4. The candidate takes the flight controls using the three-way exchange, out loud, in both directions, including at least once when the airplane was not offered.
5. The candidate delivers a critique of the Simulated Student's flying that names the error, its probable cause, and the correction, for at least two errors, per standards/CRITIQUE-STANDARD.md.
6. The candidate delivers a self-critique of their own teaching before hearing the instructor's.

Falling short does not block lesson 26. No proficiency gate (Decision 9). It triggers the visibility rule in policy/REMEDATION-VISIBILITY.md. This lesson is the baseline against which the rest of phase 3 is read, so a candidate who is at the edge here should be told so plainly and expected to work at it through lessons 26 and 27.

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