

Lesson 26. Talk while flying

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 flies to commercial tolerance while narrating continuously, so that their instruction does not degrade their flying and their flying does not degrade their instruction. At the end, neither has been traded for the other under load.

This lesson isolates one skill and refuses to teach anything else. The maneuvers are the four fundamentals again, flown at lesson 23 and taught at lesson 25. Nothing about the flying is new. The only new thing is that the talking is not allowed to stop.

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. Divided attention: what sheds first, and why the pilot cannot feel it
FAA-H-8083-9B chapter 2
2. What continuous narration is, and what it is not
standards/MANEUVER-LESSON-SHAPE.md
3. Narrating the action, not the instrument reading
FAA-H-8083-9B chapter 5
4. The high workload moments in each fundamental, named in advance
AI.VIII.A to AI.VIII.D
5. Silence as a tool: after an instruction, and only there
FAA-H-8083-9B chapter 5
6. Talking while the Student flies, which is a different skill again
AI.IV.A
7. Radio work, checklists, and traffic calls without losing the thread
AI.VI.A

COMPLETION STANDARDS

1. The candidate delivers the preflight ground lesson on today's maneuver set, covering all seven items of the brief, and answers two Student questions without reading from notes.
2. The candidate narrates continuously while flying each of the four fundamentals to commercial pilot tolerances from the right seat, with no silence longer than five seconds during any maneuver, including through every roll-in, level-off, and configuration change.
3. The candidate maintains narration through a radio transmission, a checklist, and a traffic call, resuming the teaching thread rather than restarting the maneuver.
4. The candidate holds commercial tolerance while narrating, and does not trade one for the other. A maneuver flown outside tolerance while narrating fails this standard as surely as a maneuver flown in silence.
5. The candidate answers a Student question asked during a maneuver in one or two sentences, and returns to the narration without losing the maneuver.
6. 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.
7. The candidate delivers a self-critique of their narration before hearing the instructor's, and a second self-critique against the recording before the instructor's review of it.

Standards 2 and 4 are the pair this lesson is about. Meeting either one alone is the normal failure, in both directions. Falling short does not block lesson 27. No proficiency gate (Decision 9). It triggers the visibility rule in policy/REMEDIATION-VISIBILITY.md. A candidate who cannot yet hold both will find lessons 32 and 33 hard, since a stall series demands the most attention of anything in the phase, so say that and schedule the practice rather than hoping.

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