

Lesson 27. Ground reference maneuvers

Ground 0.8 hr | Dual 1.5 hr | ACS AI.IV.A, AI.IX.E

CFI CANDIDATE		DATE	SUPERVISING INSTRUCTOR	
AIRCRAFT	N41459 Warrior	Ground only	FLIGHT TIME	GROUND TIME

OBJECTIVE

The candidate teaches the ground reference maneuvers from the right seat: the rectangular course, S-turns across a road, and turns around a point. At the end they can explain wind drift correction to somebody who has never thought about it, fly the maneuvers to private standards while narrating, and correct a Student who is fixated on the ground.

This is the first lesson where the maneuver itself is the teaching problem. Lessons 25 and 26 used maneuvers the candidate could fly in their sleep. Ground reference is the first place where a Student's misunderstanding is genuinely hard to name, because the airplane is doing something the Student can see out the window and interpret wrong.

LESSON STEPS: THE ELEMENTS, IN TEACHING ORDER

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

- Wind drift, explained so a Student can predict it rather than react to it
FAA-H-8083-3C, ground reference maneuvers
- The rectangular course: pattern-shaped on purpose, and how to say so
AI.IX.E
- S-turns across a road: symmetry as the visible measure of the correction
AI.IX.E
- Turns around a point: bank varying continuously with groundspeed
AI.IX.E
- Entry: downwind, at the altitude the ACS task specifies, cleared and set up
AI.IX.E
- Division of attention at low altitude, and what a Student stops doing
FAA-H-8083-9B chapter 2
- Emergency landing area selection as a running habit, not a separate exercise
AI.XII.B
- Teaching a maneuver whose reference is outside the airplane
AI.IV.A

COMPLETION STANDARDS

- The candidate delivers the preflight ground lesson on the ground reference maneuvers, covering all seven items of the brief, and explains wind drift correction in terms a Student can use to predict the next turn rather than to describe the last one.
- The candidate flies a rectangular course, S-turns across a road, and turns around a point to private pilot tolerances from the right seat while narrating continuously, at the entry altitude the current AI.IX.E task specifies, with no silence longer than five seconds.
- The candidate talks the Simulated Student through each of the three maneuvers, and on the fixation error names the interrupted scan before naming the airspeed or the altitude.
- The candidate states where the airplane would land at least twice during the low-altitude work, unprompted, and teaches it as part of the maneuver rather than as a separate item.
- 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.
- The candidate delivers a critique naming the error, its probable cause, and the correction for at least two of the errors flown, per standards/CRITIQUE-STANDARD.md.
- The candidate delivers a self-critique before hearing the instructor's.

Standard 3 is the one that separates this lesson from a flying lesson. A candidate who says "watch your airspeed" has treated the

symptom. The Student's airspeed decayed because they stopped looking at anything except the point. Falling short does not block lesson 28. No proficiency gate (Decision 9). It triggers policy/REMEDIATION-VISIBILITY.md.

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