

Lesson 34. Normal and crosswind takeoffs and landings, and the go-around

Ground 0.8 hr | Dual 1.5 hr | ACS AI.IV.A, AI.VII.A, AI.VII.B, AI.VII.N

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

OBJECTIVE

The candidate teaches normal and crosswind takeoffs and landings and the go-around from the right seat. At the end they can let a Student fly an approach that is going wrong, intervene at a point they named in advance, and teach the go-around as a decision rather than as a maneuver.

This is where the intervention threshold stops being a paragraph. In air work there are thousands of feet between a mistake and a consequence. In the pattern there are seconds, the candidate has to decide with their hands rather than with their judgment, and the decision has to have been made on the ground.

LESSON STEPS: THE ELEMENTS, IN TEACHING ORDER

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

- The normal takeoff: what to look at, and what a Student looks at instead
AI.VII.A
- The crosswind takeoff: aileron into the wind from the first foot of roll
AI.VII.A
- Directional control on the roll, and why it is a rudder skill taught with the feet
AI.VII.A
- The normal approach and landing: the aim point, the flare, and the sight picture from the right seat
AI.VII.B
- The crosswind landing: the two methods, and teaching one of them well
AI.VII.B
- The stabilized approach, its six criteria, and the 500 ft AGL gate
School policy, US-3.4
- The go-around as a decision: the trigger, then the procedure
AI.VII.N
- Go-around mechanics: power, pitch, configuration, in that order, and the trim that follows
AI.VII.N
- Emergency thread: the go-around initiated late, and the balked landing from the flare
AI.VII.N, AI.XII.B
- Teaching from the right seat when the sight picture is wrong and the runway is close
AI.IV.A

COMPLETION STANDARDS

- The candidate delivers the preflight ground lesson on takeoffs, landings, and the go-around, covering all seven items of the brief, and states the six stabilized approach criteria and the 500 ft AGL gate from memory.
- The candidate flies normal and crosswind takeoffs and landings to commercial pilot tolerances from the right seat while narrating continuously, and does not go silent in the flare.
- The candidate demonstrates a go-around, applying power, pitch, and configuration in that order, and names the trim change as it happens.
- The candidate calls a go-around at or before the 500 ft AGL gate on an approach that does not meet the criteria, out loud, without prompting.
- The candidate teaches the go-around as a decision with a trigger, and can state the trigger separately from the procedure.

6. The candidate intervenes on the balked landing within two seconds of the float continuing, either by directing the go-around or by taking the airplane.
7. The candidate corrects a crosswind takeoff roll before drift develops, rather than after.
8. The candidate takes the flight controls using the three-way exchange, out loud, in both directions, at least twice in the pattern, including at least once when the airplane was not offered.
9. The candidate delivers a critique naming the error, its probable cause, and the correction for at least two of the errors flown.
10. The candidate delivers a self-critique before hearing the instructor's.

Standard 4 is the lesson. Everything else here is flying the candidate can already do. Falling short does not block lesson 35. No proficiency gate (Decision 9). It triggers policy/REMEDIATION-VISIBILITY.md. A candidate who did not call the gate should fly this again before lesson 35, since short and soft field work has less margin, not more.

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