

Lesson 36. Slips and the power-off 180 accuracy landing

Ground 0.8 hr | Dual 1.5 hr | ACS AI.IV.A, AI.VII.M, AI.VII.O

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

OBJECTIVE

The candidate teaches the slip to a landing and the power-off 180 accuracy approach and landing from the right seat. At the end they can teach energy management as a thing a Student can see and act on, rather than as a phrase, and can correct an approach that has too much or too little of it.

These two are together because both are about spending energy deliberately. The slip is how you get rid of energy you do not want. The power-off 180 is what happens when the energy you have is all the energy there will be. A candidate who can teach both can teach a Student to arrive at a runway on purpose.

LESSON STEPS: THE ELEMENTS, IN TEACHING ORDER

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

- Energy as something visible: height, speed, and where they can be traded
FAA-H-8083-3C
- The forward slip: what it does, what it does not do, and the control inputs
AI.VII.M
- The sideslip and the forward slip, distinguished properly rather than in passing
FAA-H-8083-3C
- Slip limitations for the airplane being flown, from its own approved material
The flight manual, requirement 5
- Recognizing a slip that has stopped working, and what to do instead
AI.VII.M
- The power-off 180: the key positions, and the decisions available at each
AI.VII.O
- Judging the glide without an instrument: the aim point that does not move
AI.VII.O
- Configuration as the primary adjustment, and why flaps come out late
AI.VII.O
- Teaching a Student to be early rather than late, and why every correction is easier high
AI.IV.A

COMPLETION STANDARDS

- The candidate delivers the preflight ground lesson on slips and the power-off 180, covering all seven items of the brief, and states the slip limitations for the airplane being flown, from that airplane's own approved material.
- The candidate flies a forward slip to a landing to commercial pilot tolerances from the right seat while narrating continuously, maintaining airspeed throughout and straightening before touchdown.
- The candidate distinguishes the forward slip from the sideslip in the taught content, and names what each is for.
- The candidate flies a power-off 180 accuracy approach and landing to commercial pilot tolerances, touching down at or beyond the agreed point and within the tolerance the current AI.VII.O task specifies.
- The candidate teaches the aim point technique, in a form the Simulated Student can apply on the next approach, without reference to a glide ratio figure.
- The candidate corrects the high approach with configuration and slip in that order, and does not use full flaps as the first adjustment.

7. The candidate recognizes the stretched glide and stops it, naming it as the accident it is rather than as an error of technique.
8. The candidate calls a go-around and applies power when a power-off approach will not reach the runway, rather than salvaging it quietly.
9. 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.
10. The candidate delivers a critique naming the error, its probable cause, and the correction for at least two of the errors flown.
11. The candidate delivers a self-critique before hearing the instructor's.

Standard 7 is the safety-critical one. Stretching a glide is the single most reliably fatal habit in light aircraft, and the candidate will spend a career teaching against it. Falling short does not block lesson 37. 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