

CFI

/ C172 /

## Order of "maneuvers":

- Normal & Crosswind takeoff
- ~~X-C~~
- ~~Ground Speed Check~~
- ~~Diversion~~
- Engine Failure ABCDE - don't get fixated with the field, maneuver for abeam on  
dwnd
- Go-Around
- 8s On Winds are out of west, not 230, pick more defined pts, don't cover up
- Chandelles ~~OR Lazy 8s~~ Very good, nice ground reference for cardinal lines
- Slow flight Good control
- Power off stall Initiate descent
- Power on stall
- Steep Turn ~~OR Steep Spiral~~ When to add BF & use rudder during rolls
- ~~Track to/from a VOR~~
- System Malfunctions (5)
  - Engine roughness or overheat, induction icing, loss of oil pressure, fuel starvation, electrical malfunction, vacuum malfunction, pitot/static, landing gear or flap malfunction, inop trim, inadvertent door or window opening, structural icing, smoke/fire/engine compartment fire, any other emergency
- Normal & Crosswind landing c
- Soft field takeoff Good Control. Teach the "how" of nose Control, not just "what"
- Soft-Field Landing Good touchdown
- Short-Field Takeoff Good
- Short-Field Landing Max braking consistent with safety until at taxi speed
- 180° Accuracy Landing
  - Cross Controlled Stall - get to 30 then "excessive" rudder
  - Ground Reference - Sturns: good
- Lazy 8s (student demo) - keep feet on rudders to tell if using, debrief more than target points

## Oral Comments:

- avoid just reading lesson plan
- correlate with what's on the aircraft to be flown
- use physical teaching tools

## Flight Comments:

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