



NATIONAL TRANSPORTATION SAFETY BOARD

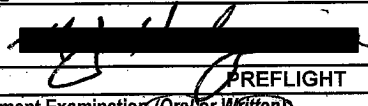
Office of Aviation Safety
Washington, D.C. 20594

May 29, 2019

Attachment 3 – Pilot Records

OPERATIONAL FACTORS / HUMAN PERFORMANCE

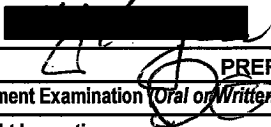
ANC18FA053

AIRMAN COMPETENCY/PROFICIENCY CHECK FAR 135				LOCATION Ketchikan		DATE OF CHECK 5/13/2018	
NAME OF AIRMAN (last, first, middle) Hudgins, Michael J.				TYPE OF CHECK FAR 135.293 X FAR 135.297 ☐ FAR 135.299 X			
Pilot Signature: 	Grade Airline Transport Pilot			MEDICAL INFORMATION: Date of Exam. 12/6/2017			
	Number 			Date of Birth  1946 Class Second			
EMPLOYED BY Taquan Air		BASED AT (City/State) Ketchikan, AK		TYPE OF AIRPLANE (Make/Model) DHC-2		Simulator/Training Device (Make/Model) n/a	
NAME OF CHECK AIRMAN Clark Hassell		SIG. OF CHECKAIRMAN 		FLIGHT TIME 1.1			
FLIGHT MANEUVERS GRADE (S-Satisfactory U- Unsatisfactory)							
				N1018A		Air-craft	Simu-lator
PREFLIGHT				HELICOPTER			
1. Equipment Examination (Oral or Written)				S			
2. Preflight Inspection				S			
3. Taxiing				S			
4. Powerplant Checks				S			
TAKEOFFS							
5. Normal				S			
6. Instrument							
7. Crosswind				S			
8. With Simulated Powerplant Failure				S			
9. Rejected Takeoff				S			
INFLIGHT MANEUVERS							
10. Steep Turns				S			
11. Approaches to Stalls				S			
12. Specific Flight Characteristics				S			
13. Powerplant Failure				S			
LANDINGS							
14. Normal				S			
15. From an ILS							
16. Crosswind				S			
17. With Simulated Powerplant(s) Failure				S			
18. Rejected Landing				S			
19. From Circling Approach							
EMERGENCIES							
20. Normal and Abnormal Procedures				S			
21. Emergency Procedures				S			
INSTRUMENT PROCEDURES							
22. Hood Work 0.3				S			
23. Recovery from unusual attitudes				S			
24. 180 degree turns				S			
25. ILS Approaches Chelton Generated							
26. Other Instrument Approaches							
Approaches: NDB/ADF							
VOR							
ILS							
CFIT Escape Manuever				S			
27. Circling Approaches							
28. Missed Approaches							
29. Comm./Nav. Procedures							
30. Use of Auto. Pilot							
ULT OF CHECK				Approved X Disapproved ☐		CHECKAIRMAN'S PERFORMANCE (FAA Only) Satisfactory ☐ Unsatisfactory ☐	
REGION				DISTRICT OFFICE		FAA INSPECTOR'S SIGNATURE	

AIRMAN COMPETENCY/PROFICIENCY CHECK				LOCATION Ketchikan		DATE OF CHECK 5/19/2017		
FAR 135								
NAME OF AIRMAN (last, first, middle) Hudgins, Michael, J				TYPE OF CHECK FAR 135.293 X FAR 135.297 ☐ FAR 135.299 X				
CERTIFICATION INFORMATION:	Grade	Airline Transport Pilot		MEDICAL INFORMATION: Date of Exam. 10/12/2016				
	Number	[REDACTED]						
EMPLOYED BY Taquan Air		BASED AT (City/State) Ketchikan, AK		TYPE OF AIRPLANE (Make/Model) DHC-3T				
				Simulator/Training Device (Make/Model) n/a				
NAME OF CHECK AIRMAN Michael O'Connor		SIG. OF CHECKAIRMAN [Signature]		FLIGHT TIME 1				
FLIGHT MANEUVERS GRADE (S-Satisfactory U- Unsatisfactory)								
Pilot Signature: [Signature]				N409PA		Air-craft	Simu-lator	Trng. Dev.
PREFLIGHT				HELICOPTER				
1. Equipment Examination (Oral or Written)				S	/	/	/	
2. Preflight Inspection				S	/	/	/	
3. Taxiing				S	/	/	/	
4. Powerplant Checks				S	/	/	/	
TAKEOFFS								
5. Normal				S	/	/	/	
6. Instrument				/	/	/	/	
7. Crosswind				S	/	/	/	
8. With Simulated Powerplant Failure				/	/	/	/	
9. Rejected Takeoff				/	/	/	/	
INFLIGHT MANEUVERS								
10. Steep Turns				S	/	/	/	
11. Approaches to Stalls				S	/	/	/	
Specific Flight Characteristics				S	/	/	/	
Powerplant Failure				S	/	/	/	
LANDINGS								
14. Normal				S	/	/	/	
15. From an ILS				/	/	/	/	
16. Crosswind				S	/	/	/	
17. With Simulated Powerplant(s) Failure				S	/	/	/	
18. Rejected Landing				S	/	/	/	
19. From Circling Approach				/	/	/	/	
EMERGENCIES								
20. Normal and Abnormal Procedures				S	/	/	/	
21. Emergency Procedures				S	/	/	/	
INSTRUMENT PROCEDURES								
22. Hood Work				/	/	/	/	
23. Recovery from unusual attitudes				/	/	/	/	
24. 180 degree turns				/	/	/	/	
25. ILS Approaches Chelton Generated				/	/	/	/	
26. Other Instrument Approaches				/	/	/	/	
Approaches: NDB/ADF				/	/	/	/	
VOR				/	/	/	/	
ILS				/	/	/	/	
Other (specify)				/	/	/	/	
27. Circling Approaches				/	/	/	/	
28. Missed Approaches				/	/	/	/	
29. Comm./Nav. Procedures				/	/	/	/	
30. Use of Auto. Pilot				/	/	/	/	
				REMARKS				
				TRANSITION DHC-2 TO DHC-3T ORAL, WRITTEN, FLIGHT				
RESULT OF CHECK		Approved X Disapproved ☐		CHECKAIRMAN'S PERFORMANCE (FAA Only)		Satisfactory ☐ Unsatisfactory ☐		
REGION		DISTRICT OFFICE		FAA INSPECTOR'S SIGNATURE				

AIRMAN COMPETENCY/PROFICIENCY CHECK FAR 135				LOCATION Ketchikan		DATE OF CHECK 5/3/2017	
NAME OF AIRMAN (last, first, middle) Hudgins, Michael, J				TYPE OF CHECK FAR 135.293 X FAR 135.297 ☐ FAR 135.299 X			
CERTIFICATION INFORMATION:	Grade Airline Transport Pilot			MEDICAL INFORMATION: Date of Exam. 10/12/2016 Date of Birth 1946 Class First			
	Number [REDACTED]						
EMPLOYED BY Taquan Air		BASED AT (City/State) Ketchikan, AK		TYPE OF AIRPLANE (Make/Model) DHC-2			
NAME OF CHECK AIRMAN Michael O'Connor		SIG. OF CHECKAIRMAN [REDACTED]		Simulator/Training Device (Make/Model) n/a			
				FLIGHT TIME 1.6			
FLIGHT MANEUVERS GRADE (S-Satisfactory U- Unsatisfactory)							
Pilot Signature: [REDACTED]				N1018A		Air- craft	Simu- lator
						Trng. Dev.	
PREFLIGHT				HELICOPTER			
1. Equipment Examination (Oral or Written)				S	/	/	
2. Preflight Inspection				S	/	/	
3. Taxiing				S	/	/	
4. Powerplant Checks				S	/	/	
TAKEOFFS							
5. Normal				S	/	/	
6. Instrument				/	/	/	
7. Crosswind				S	/	/	
8. With Simulated Powerplant Failure				S	/	/	
9. Rejected Takeoff				S	/	/	
INFLIGHT MANEUVERS							
10. Steep Turns				S	/	/	
11. Approaches to Stalls				S	/	/	
Specific Flight Characteristics				S	/	/	
Powerplant Failure				S	/	/	
LANDINGS							
14. Normal				S	/	/	
15. From an ILS				/	/	/	
16. Crosswind				S	/	/	
17. With Simulated Powerplant(s) Failure				S	/	/	
18. Rejected Landing				S	/	/	
19. From Circling Approach				/	/	/	
EMERGENCIES							
20. Normal and Abnormal Procedures				S	/	/	
21. Emergency Procedures				S	/	/	
INSTRUMENT PROCEDURES							
22. Hood Work 0.3				S	/	/	
23. Recovery from unusual attitudes				S	/	/	
24. 180 degree turns				S	/	/	
25. ILS Approaches Chelton Generated				/	/	/	
26. Other Instrument Approaches				/	/	/	
Approaches: NDB/ADF				/	/	/	
VOR				/	/	/	
ILS				/	/	/	
Other (specify)				/	/	/	
27. Circling Approaches				/	/	/	
28. Missed Approaches				/	/	/	
29. Comm./Nav. Procedures				/	/	/	
30. Use of Auto. Pilot				/	/	/	
RESULT OF OK Approved X Disapproved ☐				CHECKAIRMAN'S PERFORMANCE (FAA Only) Satisfactory ☒ Unsatisfactory ☐			
REGION AL				DISTRICT OFFICE 05		FAA INSPECTOR'S SIGNATURE [REDACTED]	

AIRMAN COMPETENCY/PROFICIENCY CHECK				LOCATION		DATE OF CHECK	
FAR 135				Ketchikan		5/28/2016	
NAME OF AIRMAN (last, first, middle)				TYPE OF CHECK			
Hudgins, Micheal, J				FAR 135.293 X FAR 135.297 ☐ FAR 135.299 X			
NOT				MEDICAL INFORMATION: Date of Exam. 11/4/2015			
CERTIFICATION		Grade Airline Transport Pilot		Date of Birth 1946 Class First			
INFORMATION:		Number		TYPE OF AIRPLANE (Make/Model) DHC-2			
EMPLOYED BY		BASED AT (City/State)		Simulator/Training Device (Make/Model) n/a			
Taquan Air		Ketchikan, AK		FLIGHT TIME 1.1			
NAME OF CHECK AIRMAN		SIG. OF CHECKAIRMAN					
Michael O'Connor							
FLIGHT MANEUVERS GRADE (S-Satisfactory U- Unsatisfactory)							
Pilot Signature:				N64393			
				Air-craft		Simu-lator	
				Trng. Dev.			
PREFLIGHT				HELICOPTER			
1. Equipment Examination (Oral & Written)				1. Ground and/or Air Taxi			
2. Preflight Inspection				2. Hovering Maneuvers			
3. Taxiing				3. Normal & Crosswind T.O. & Landings			
4. Powerplant Checks				4. High Altitude Takeoffs & Landings			
TAKEOFFS				5. Sim. Engine Failure			
5. Normal				6. Confined Areas, Slopes, & Pinnacles			
6. Instrument				7. Rapid Deceleration (Quick Stops)			
7. Crosswind				8. Autorotations (Single Engine)			
8. With Simulated Powerplant Failure				9. Hovering Autorotations (Single Engine)			
9. Rejected Takeoff				10. Tail Rotor Failures (Oral)			
INFLIGHT MANEUVERS				11. Settling With Power (Oral)			
10. Steep Turns				SEAPLANE OPERATIONS			
11. Approaches to Stalls				1. Taxiing, Sailing, Docking			
12. Specific Flight Characteristics				2. Step Taxi & Turns			
Powerplant Failure				3. Glassy/Rough Water T.O. & Landings			
LANDINGS				4. Normal Takeoff & Landings			
14. Normal				5. Crosswind T.O. & Landings			
15. From an ILS				OTHER			
16. Crosswind				6. Ski Plane Ops. (when applicable)			
17. With Simulated Powerplant(s) Failure				GENERAL			
18. Rejected Landing				7. Judgment			
19. From Circling Approach				8. Crew Coordination			
EMERGENCIES				AIRMAN COMPETENCY INFORMATION			
20. Normal and Abnormal Procedures				Demonstrated Current Knowledge FAR 135.293(a)			
21. Emergency Procedures				Make/Model Expires DHC-2 (12 months) (4/17)			
INSTRUMENT PROCEDURES				Demonstrated Competency			
22. Hood Work 0.3				Make/Model Expires DHC-2 (12 months) (4/17)			
23. Recovery from unusual attitudes				Satisfactorily Demonstrated Line Checks			
24. 180 degree turns				FAR 135.299 Expires (12 months) (4/17)			
25. ILS Approaches Chelton Generated				Satisfactorily Demonstrated IFR Proficiency			
26. Other Instrument Approaches				FAR 135.297 Expires (6 months) (N/A)			
Approaches: NDB/ADF				Use of Autopilot (is) (is not) Authorized			
VOR				Expires (12 months) (N/A)			
ILS				REMARKS			
Other (specify)				Taken during grace month			
27. Circling Approaches							
28. Missed Approaches							
29. Comm./Nav. Procedures							
30. Use of Auto. Pilot							
RESULT OF CHECK				CHECKAIRMAN'S PERFORMANCE (FAA Only)			
Approved X Disapproved ☐				Satisfactory ☐ Unsatisfactory ☐			
REGION		DISTRICT OFFICE		FAA INSPECTOR'S SIGNATURE			

AIRMAN COMPETENCY/PROFICIENCY CHECK FAR 135				LOCATION Ketchikan		DATE OF CHECK 4/29/2015	
NAME OF AIRMAN (last, first, middle) Hudgins, Micheal, J				TYPE OF CHECK FAR 135.293 X FAR 135.297 ☐ FAR 135.299 X			
PILOT CERTIFICATION Grade Airline Transport Pilot		MEDICAL INFORMATION: Date of Exam. 10/22/2014					
FORMATION: Number		Date of Birth 1946 Class First					
EMPLOYED BY Taquan Air		BASED AT (City/State) Ketchikan, AK		TYPE OF AIRPLANE (Make/Model) DHC-2			
NAME OF CHECK AIRMAN Kevin Roof		SIG. OF CHECK AIRMAN		Simulator/Training Device (Make/Model) n/a			
				FLIGHT TIME 1.2			
FLIGHT MANEUVERS GRADE (S-Satisfactory U- Unsatisfactory)							
Pilot Signature: 				N37756		Air-craft Simu-lator Trng. Dev.	
PREFLIGHT				HELICOPTER			
1. Equipment Examination (Oral or Written)				1. Ground and/or Air Taxi			
2. Preflight Inspection				2. Hovering Maneuvers			
3. Taxiing				3. Normal & Crosswind T.O. & Landings			
4. Powerplant Checks				4. High Altitude Takeoffs & Landings			
TAKEOFFS				5. Sim. Engine Failure			
5. Normal				6. Confined Areas, Slopes, & Pinnacles			
6. Instrument				7. Rapid Deceleration (Quick Stops)			
7. Crosswind				8. Autorotations (Single Engine)			
8. With Simulated Powerplant Failure				9. Hovering Autorotations (Single Engine)			
9. Rejected Takeoff				10. Tail Rotor Failures (Oral)			
INFLIGHT MANEUVERS				11. Settling With Power (Oral)			
10. Steep Turns				SEAPLANE OPERATIONS			
11. Approaches to Stalls				1. Taxiing, Sailing, Docking			
12. Specific Flight Characteristics				2. Step Taxi & Turns			
Powerplant Failure				3. Glassy/Rough Water T.O. & Landings			
LANDINGS				4. Normal Takeoff & Landings			
14. Normal				5. Crosswind T.O. & Landings			
15. From an ILS				OTHER			
16. Crosswind				6. Ski Plane Ops. (when applicable)			
17. With Simulated Powerplant(s) Failure				GENERAL			
18. Rejected Landing				7. Judgment			
19. From Circling Approach				8. Crew Coordination			
EMERGENCIES				AIRMAN COMPETENCY INFORMATION			
20. Normal and Abnormal Procedures				Demonstrated Current Knowledge FAR 135.293(a)			
21. Emergency Procedures				Make/Model Expires DHC-2 (12 months) (4/16)			
INSTRUMENT PROCEDURES				Demonstrated Competency			
22. Hood Work				Make/Model Expires DHC-2 (12 months) (4/16)			
23. Recovery from unusual attitudes				Satisfactorily Demonstrated Line Checks			
24. 180 degree turns				FAR 135.299 Expires (12 months) (4/16)			
25. ILS Approaches Chelton Generated				Satisfactorily Demonstrated IFR Proficiency			
26. Other Instrument Approaches				FAR 135.297 Expires (6 months) (N/A)			
Approaches: NDB/ADF				Use of Autopilot (is) (is not) Authorized			
VOR				Expires (12 months) (N/A)			
ILS				REMARKS			
Other (specify)				Base Month April			
27. Circling Approaches							
28. Missed Approaches							
29. Comm./Nav. Procedures							
30. Use of Auto. Pilot							
RESULT OF CHECK Approved X Disapproved ☐				CHECKAIRMAN'S PERFORMANCE (FAA Only) Satisfactory ☐ Unsatisfactory ☐			
REGION		DISTRICT OFFICE			FAA INSPECTOR'S SIGNATURE		

AIRMAN COMPETENCY/PROFICIENCY CHECK FAR 135				LOCATION KETCHIKAN, AK		DATE OF CHECK 05/13/14	
NAME OF AIRMAN (last, first, middle initial) HUDGINS, MICHAEL, J				TYPE OF CHECK FAR 135.293 ☒ FAR 135.297 ☐ FAR 135.299 ☒			
LOT CERTIFICATION INFORMATION:		Grade ATP		MEDICAL INFORMATION: Date of Exam. 10/14/13		Date of Birth [REDACTED] 146 Class FIRST	
EMPLOYED BY PM AIR, LLC		BASED AT (City, State) KETCHIKAN, AK		TYPE AIRPLANE (Make/Model) DHC-2 SEA		Simulator/Training Device (Make/Model) NA	
NAME OF CHECK AIRMAN CLARK HOSSELL		SIG. OF CHECK AIRMAN [REDACTED]		FLIGHT TIME 1.3		N64393	
FLIGHT MANEUVERS GRADE (S - Satisfactory U - Unsatisfactory)							
PILOT				Air-craft Simu-lator Trng. Dev.			
X [REDACTED]							
PREFLIGHT				HELICOPTER			
1. Equipment Examination (Oral or written) S				1. Ground and/or Air Taxi			
2. Preflight Inspection S				2. Hovering Manuevers			
3. Taxiing S				3. Normal & Crosswind T.O. & Landings			
4. Powerplant Checks S				4. High Altitude Takeoffs & Landings			
TAKEOFFS				5. Sim. Engine Failure			
5. Normal S				6. Confined Areas, Slopes, & Pinnacles			
6. Instrument S				7. Rapid Deceleration (Quick Stops)			
7. Crosswind S				8. Autorotations (Single Engine)			
8. With Simulated Powerplant Failure EMERGENCY S				9. Hovering Autorotations (Single Engine)			
9. Rejected Takeoff S				10. Tail Rotor Failures (Oral)			
INFLIGHT MANEUVERS				11. Settling With Power (Oral or Flight)			
10. Steep Turns S				SEAPLANE OPERATIONS			
11. Approaches to Stalls S				1. Taxiing, Sailing, Docking S			
12. Specific Flight Characteristics SLOW FLIGHT S				2. Step Taxi & Turns S			
Powerplant Failure S				3. Glassy/Rough Water T.O./Landings S			
LANDINGS				4. Normal Takeoff & Landings S			
14. Normal S				5. Crosswind T.O. & Landings S			
15. From an ILS				OTHER			
16. Crosswind S				6. Ski Plane Ops. (when applicable)			
17. With Simulated Powerplant Failure S				GENERAL			
18. Rejected Landing S				7. Judgment S			
19. From Circling Approach S				8. Crew Coordination S			
EMERGENCIES				AIRMAN COMPETENCY INFORMATION:			
20. Normal and Abnormal Procedures S				Demonstrated Current Knowledge FAR 135.293(a)			
21. Emergency Procedures S				Make/Model Expires DHC-2 SEA (12 months) 05/15			
INSTRUMENT PROCEDURES				Demonstrated Competency FAR 135.293(b)			
22. Area Departure				Make/Model Expires DHC-2 SEA (12 months) 05/15			
23. Holding				Satisfactorily Demonstrated Line Checks			
24. Area Arrival				FAR 135.299 Expires DHC-2 SEA (12 months) 05/15			
25. ILS Approaches				Satisfactorily Demonstrated IFR Proficiency			
26. Other Instrument Approaches				FAR 135.297 Expires NA (6 months) ()			
Approaches: NDB/ADF				Use of Autopilot (is) (is not) Authorized.			
VOR				Expires NA (12 months) ()			
ILS				REMARKS			
Other (Specify) HODD-4 S				RECURRENT-NO ROUGH WATER OPS			
27. Circling Approaches PARTIAL PANEL S				DEMONSTRATED BASIC INSTRUMENT SKILLS			
28. Missed Approaches INADVERTANT IML S							
29. Comm./Nav. Procedures GARMIN S							
30. Use of Auto. Pilot UNUSUAL ATTITUDES S							
RESULT OF CHECK		☒ Approved ☐ Disapproved		CHECK AIRMAN'S PERFORMANCE (FAA Only)		☒ Satisfactory ☐ Unsatisfactory	
REGION AL		DISTRICT OFFICE 05		FAA INSPECTOR'S SIGNATURE [REDACTED]			

Taquan Air

Pilot History Record

Date: 5/11/18		Certificate # [REDACTED]		
Name: Hudgins		Michael J.		
(Last)		(First) (M.I.)		
Street: [REDACTED]				
City: Key West		State: FL	Zip: 33040	
Phone: [REDACTED]		Email: [REDACTED]		
Type of Certificate:		Medical:	D.O.B. [REDACTED] 1946	
☐ Commercial		Date: 12/6/2017	Hire Date: 5/10/18	
☒ ATP		Class: Second	Drug Test Results: 5/10/18	
Additional Ratings:				
☒ Instrument		☒ ASEL		
☒ Instructor		☒ ASES		
☐ Instrument Instructor		☒ AMEL		
☐ Ground Instructor		☒ AMES		
Record of Flight Time:				
Total Time:	26618	x-Country:	23,000	
SES:	2600	Night:	4,600	
SEL:	3800	X-C Night:	2,000	
Alaska:	2700	Turbine:	18,000	
Instrument:		2,300		
Hood:		300		
Actual:		2000		
Amphib:		10		
PRIA Paperwork Sent: 5/13/2015		Received: 5/13/2015		
Pilot Duties and Aircraft Assignment				
A/C Type	PIC Qual.	IOE Qual.	Flight Inst.	Chk Airman
DHC-2	4/29/2015	4/29/2015		
DHC-3T	5/19/2017	9/30/2017		
Date of Release and Reason:				

JOHN F. THRONE & Co.

INSURANCE MARKETING, INC.

Seattle, WA 98101-2362

PILOT RECORD

Name Michael J. Hodgins
 Address Kenilworth, FL
 Date of Birth 1946 Social Security No. [REDACTED]
 Certificate No. [REDACTED]
 Occupation pilot
 Employer Tiguan Air

FAA PILOT CERTIFICATES AND RATINGS NOW HELD AND YEAR OBTAINED

ROTOR WING		FIXED WING	
Student		Student	
Private		Private	
Commercial		Commercial	1972
ATP		ATP	1978
Flight Instructor		Flight Instructor	2005
Instrument		ASEL	1972
		AMEL	1978
		ASES	2005
		AMES	2006
		Instrument	1972

FAA MEDICAL CERTIFICATE

Date issued 10/12/2016 Class First
 Waivers (if none, write none) corrective lenses

TRAINING AND REFRESHER TRAINING

Year of first solo flight 1972 Type rated in following aircraft U.S. DC-8, B-747/560, DC-10, B-747, B-747
 Describe Flight Training (School, location, equipment, instructor, etc.) U.S. jet pipeline T-34B, T-26, T-40

Date of last Biennial Flight Review or equivalent 05-28-16 Part 135

Do you participate in FAA Pilot Proficiency Award Program? ☒ No ☐ Yes If "Yes", what phase have you completed?

☐ I ☐ II ☐ III ☐ IV ☐ V For what type of aircraft?

Refresher/Transition Courses: Describe and give dates of last courses attended:

FSL C-208 4/10/09, JAL/JCAB B747 Transition 2007

School or instructor

Do you hold a current FSI Pro Card or Simultane Card? ☐ Yes ☒ No

PILOT EXPERIENCE

TOTAL TIME FIXED WING 26618

TOTAL TIME ROTOR WING 0

AIRCRAFT MAKE/MODEL	TOTAL HOURS PILOT IN COMMAND	TOTAL LAST 12 MONTHS PIC SIC	TOTAL LAST 90 DAYS PIC SIC	TOTAL INSTRUMENT	TOTAL HOURS SECOND IN COMMAND
ALASKA TIME	2700	425 0	0 0	20	40
SINGLE ENGINE SEA	2600	445 2	0 0	0	43
DHC-2	2500	435 0	0 0	0	43
CESSNA 208	900	8 2	0 0	0	2

Please explain any "Yes" answers to the following questions on reverse side.

As pilot-in-command or as co-pilot have you ever been involved in any aircraft accidents?

☒ No ☐ Yes

As pilot-in-command or as co-pilot have you been found guilty of any Federal Air Regulations violations?

☒ No ☐ Yes

Has your automobile driver's license ever been suspended or revoked?

☒ No ☐ Yes

Have you ever been arrested for operating an automobile under the influence of alcohol or drugs?

☒ No ☐ Yes

Have you had any automobile accidents within the last five years?

☒ No ☐ Yes

I represent that the answers given are true and complete to the best of my knowledge and belief, and that no material information has been withheld.

Date 02-15-2017 Signature [REDACTED]

(Pilot's Personal Signature Required)

COUNSEL TO AVIATION FOR OVER FIFTY YEARS

Taquan Air

PILOT'S NAME: Michael Hudgins

Single Line Entry Record of Checks and Training

Initial/ Differences/ TRANSITION/ RECURRENT/ REQUALIFICATION	A/C TYPE	proficiency knowledge 135.293a	or checkride 135.293b	IFR proficiency 135.297	route check 135.299	IOE 135.244	emergency 135.331	haz mat 135.333	Crew Training 135.329	ground training 135.345 or 135.351	Flight Training 135.347 or 135.351	RESULT
Initial	N/A						4/28/15	4/28/15	4/29/15			S
Initial	DHC-2	4/19/15	4/19/15		4/29/15	5/12	4/29/15		4/28/15	4/28/15	4/29/15	S
Recurrent	N/A						5/28/16	5/27/16	5/27/16			S
Recurrent	DHC-2	5/28/16	5/28/16		5/28/16		5/28/16		5/28/16	5/28/16	5/28/16	S
Recurrent	N/A						5/1/17	5/1/17	5/2/17			S
Recurrent	DHC-2	5/3/17	5/3/17		5/3/17		5/3/17			5/3/17	5/3/17	S
Transition	DHC-3T	5/19/17	5/19/17		5/19/17	9/30/17	5/19/17			5/19/17	5/19/17	S
Recurrent	N/A						5/10/18	5/10/18	5/10/18			S
Recurrent	DHC-2	5/13/18	5/13/18		5/13/18		5/13/18			5/13/18	5/13/18	S
Recurrent	DHC-3T	5/13/18					5/10/18			5/10/18	5/10/18	S

Commuter Operations Qualification Record 135.244

Name: Michael Hudgins

FORM 3 revised 12/1/98

TAQUAN AIR

Ground Training

☐ Initial ☐ Differences
☒ Recurrent ☐ Transition

Name Michael Hudgins

[illegible]

☐ Initial ☐ Differences
☒ Recurrent ☐ Transition

[illegible]

TAQUAN AIR

Ground Training

Initial Differences
Recurrent X Transition

Name Michael Hudgins

[illegible]

TAQUAN AIR

Ground Training

O Initial

O Differences

X Recurrent

O Transition

Name Michael Hudgins

[illegible]

CFIT New Pilot /Seasonal Pilot* Observation Form - To be completed within 30-45 days of checkride

Date: 5/10/2018

Name Mike Hudgins

A/C	A/C Reg	Route	Time
Not Required: Grandfathered in			

Check Pilot Name: Mike O'Connor

Signature:

* Required if pilot has not flown in the KTN area within the past 3 years

TAQUAN AIR

O Initial

X Recurrent

Name

Michael Hudgins

[illegible]

CFIT Avoidance/Cue-Based Training		Location: Ketchikan		Date of Check: 5/14/2018	
Name of Airman (Last, First, Middle): Hudgins, Michael			Type of Check Simulator ☒ X Flight ☐ O		
Pilot Certification Information:		Medical Information:			
Grade: Commercial		Date of Birth: [REDACTED] 1948			
Number: [REDACTED]		Date of Exam: 9/12/2012 Class: Second			
Employed By Taquan Air		Based at (City, State) Ketchikan, AK		Simulator/Aircraft (make/Model) PC-ATD	
Name of Check Airman Adam Weiland		SIG. of Check Airman [REDACTED]		Simulator/Flight Time: 1.0	
Pilot Signature [REDACTED]					
Scenarios					
Grade: S- satisfactory U- unsatisfactory					
Departure Point: KTN Destination: MFT Proceeding to a destination during continuously lowering ceiling. Visibility good.					
S					
Departure Point MFT Destination: MFT Proceeding into deteriorating visibility in vicinity of destination					
S					
Departure Point: KTB Destination: WFB After Departure, Pilot encounters flat light conditions. Reports indicate that good weather prevails at the destination, but weather may be than minimums for about ten miles.					
S					
Departure Point: HYL Destination: CGA Entering a pass in lowering conditions, pilot encounters white out condition					
S					
Instrument Procedures Grade: S- satisfactory U- unsatisfactory					
Normal Climb		Comm./Nav. Procedures		S	
Maximum Rate Climb		Loss of Visual Cues		S	
Straight & Level Flight		Determining in-flight visibilities		S	
Standard Rate Turns		Distractions		S	
Steep Turns		180° Turn		S	
Normal Descent		Cue-Based Training		1.0 hrs S	
Maximum Rate Descent					
Slow Flight					
Approaches to stalls					
Recoveries from Unusual Attitudes					
ILS Approach					
NDB/ADF Approach					
VOR Approach					
Other (specify)					
Remarks:		Demonstrated Current Knowledge of Regulated and Company Weather Minimums and Procedures (5/19) Demonstrated Instrument Competency to Company Completion Standards (5/19)			
INITIAL O RECURRENT X					
RESULT OF CHECK		Approved ☒ x Disapproved ☐ □		Checkairman's Performance Satisfactory ☐ Unsatisfactory ☐	

TAQUAN AIR

O Initial

X Recurrent

Name: Mike Hudgins

subject**date(s)**

duration

results

Certifying Instructor

Orientation

Policy & Procedures

FARs

	Company Minimums
Minimum Age	18 years old
Minimum Education	High School Diploma or GED
Minimum Experience	None
Minimum Skills	Basic computer skills, communication skills, ability to work independently
Minimum Salary	\$10 per hour
Minimum Benefits	Health insurance, dental insurance, vision insurance, life insurance, disability insurance, paid time off
Minimum Training	On-the-job training, classroom training, self-paced learning
Minimum Supervision	Supervisory support, ongoing feedback, performance evaluation
Minimum Career Development	Career counseling, job shadowing, mentorship, professional development opportunities
Minimum Work Environment	Safe, clean, well-lit, comfortable temperature, ergonomic equipment
Minimum Job Security	Job security, stability, long-term employment opportunities
Minimum Employee Rights	Equal opportunity, non-discrimination, fair treatment, union representation
Minimum Labor Laws	Compliance with federal, state, and local labor laws
Minimum Industry Standards	Adherence to industry best practices, quality standards, safety protocols
Minimum Customer Satisfaction	High customer satisfaction, positive reviews, repeat business
Minimum Profitability	Sustainable profitability, growth potential, competitive pricing
Minimum Innovation	Innovation in products, services, processes, marketing strategies
Minimum Social Responsibility	Commitment to social responsibility, environmental sustainability, community engagement
Minimum Transparency	Transparency in financial reporting, operations, decision-making
Minimum Accountability	Accountability for actions, decisions, results, mistakes
Minimum Integrity	Honesty, ethical behavior, integrity in all dealings
Minimum Respect	Respect for employees, customers, suppliers, community
Minimum Fairness	Fairness in compensation, benefits, treatment, competition
Minimum Honesty	Honesty in advertising, sales, negotiations, communications
Minimum Trustworthiness	Trustworthiness in relationships, transactions, commitments
Minimum Reliability	Reliability in delivery, service, quality, timing
Minimum Consistency	Consistency in policies, procedures, standards, expectations
Minimum Predictability	Predictability in outcomes, results, performance, trends
Minimum Stability	Stability in financial position, market position, leadership
Minimum Growth Potential	Growth potential in revenue, market share, innovation, talent
Minimum Scalability	Scalability of operations, infrastructure, technology, workforce
Minimum Flexibility	Flexibility in adapting to change, market conditions, customer needs
Minimum Resilience	Resilience in overcoming challenges, setbacks, crises
Minimum Adaptability	Adaptability in responding to new opportunities, threats, technologies
Minimum Creativity	Creativity in problem-solving, idea generation, product development
Minimum Innovation Mindset	Innovation mindset, willingness to take risks, embrace change
Minimum Entrepreneurial Spirit	Entrepreneurial spirit, initiative, drive, passion, risk-taking
Minimum Leadership Qualities	Leadership qualities: vision, communication, motivation, delegation
Minimum Teamwork Skills	Teamwork skills: collaboration, cooperation, communication, conflict resolution
Minimum Problem-Solving Abilities	Problem-solving abilities: critical thinking, analytical skills, decision-making
Minimum Communication Skills	Communication skills: listening, speaking, writing, presentation
Minimum Interpersonal Skills	Interpersonal skills: empathy, understanding, respect, conflict management
Minimum Emotional Intelligence	Emotional intelligence: self-awareness, self-regulation, social skills, relationship management
Minimum Time Management Skills	Time management skills: prioritization, planning, organization, efficiency
Minimum Organization Skills	Organization skills: attention to detail, systematic approach, record-keeping
Minimum Planning Skills	Planning skills: goal setting, strategy development, resource allocation
Minimum Decision-Making Skills	Decision-making skills: analysis, evaluation, judgment, risk assessment
Minimum Critical Thinking Skills	Critical thinking skills: logical reasoning, objective analysis, skepticism
Minimum Analytical Skills	Analytical skills: data interpretation, pattern recognition, trend analysis
Minimum Research Skills	Research skills: information gathering, source evaluation, synthesis
Minimum Writing Skills	Writing skills: clear communication, concise expression, grammar
Minimum Speaking Skills	Speaking skills: effective presentation, persuasive communication
Minimum Listening Skills	Listening skills: active listening, understanding, feedback
Minimum Collaboration Skills	Collaboration skills: teamwork, shared responsibility, mutual support
Minimum Cooperation Skills	Cooperation skills: willingness to help others, shared goals
Minimum Communication Skills	Communication skills: clarity, brevity, effectiveness
Minimum Conflict Resolution Skills	Conflict resolution skills: negotiation, mediation, compromise
Minimum Problem-Solving Skills	Problem-solving skills: creative solutions, practical implementation
Minimum Initiative Skills	Initiative skills: proactive behavior, self-motivation, ownership
Minimum Self-Motivation Skills	Self-motivation skills: internal drive, perseverance, resilience
Minimum Persistence Skills	Persistence skills: determination, focus, commitment
Minimum Resilience Skills	Resilience skills: ability to bounce back from adversity
Minimum Adaptability Skills	Adaptability skills: flexibility, openness to change
Minimum Learning Skills	Learning skills: curiosity, eagerness to learn, continuous improvement
Minimum Growth Mindset Skills	Growth mindset skills: belief in developing abilities through effort
Minimum Innovation Skills	Innovation skills: creativity, experimentation, risk-taking
Minimum Entrepreneurial Skills	Entrepreneurial skills: vision, opportunity identification, execution
Minimum Leadership Skills	Leadership skills: inspiring others, guiding teams, achieving results
Minimum Teamwork Skills	Teamwork skills: synergy, collective effort, shared success
Minimum Problem-Solving Skills	Problem-solving skills: identifying root causes, implementing solutions
Minimum Communication Skills	Communication skills: building rapport, establishing trust
Minimum Interpersonal Skills	Interpersonal skills: building strong relationships, networking
Minimum Emotional Intelligence Skills	Emotional intelligence skills: managing emotions, influencing others
Minimum Time Management Skills	Time management skills: maximizing productivity, meeting deadlines
Minimum Organization Skills	Organization skills: maintaining order, streamlining processes
Minimum Planning Skills	Planning skills: anticipating future needs, preparing contingencies
Minimum Decision-Making Skills	Decision-making skills: weighing options, making informed choices
Minimum Critical Thinking Skills	Critical thinking skills: questioning assumptions, evaluating evidence
Minimum Analytical Skills	Analytical skills: breaking down complex problems into manageable parts
Minimum Research Skills	Research skills: staying up-to-date on industry trends, conducting thorough investigations
Minimum Writing Skills	Writing skills: documenting progress, communicating findings
Minimum Speaking Skills	Speaking skills: presenting ideas effectively, engaging audiences
Minimum Listening Skills	Listening skills: understanding client needs, receiving feedback
Minimum Collaboration Skills	Collaboration skills: working together towards common goals
Minimum Cooperation Skills	Cooperation skills: supporting colleagues, contributing to team success
Minimum Communication Skills	Communication skills: ensuring clear understanding, avoiding misunderstandings
Minimum Conflict Resolution Skills	Conflict resolution skills: resolving disputes peacefully, maintaining harmony
Minimum Problem-Solving Skills	Problem-solving skills: finding innovative solutions to complex challenges
Minimum Initiative Skills	Initiative skills: taking ownership of tasks, driving projects forward
Minimum Self-Motivation Skills	Self-motivation skills: staying motivated during challenging times
Minimum Persistence Skills	Persistence skills: seeing projects through to completion despite obstacles
Minimum Resilience Skills	Resilience skills: recovering quickly from setbacks and failures
Minimum Adaptability Skills	Adaptability skills: adjusting to changing circumstances and priorities
Minimum Learning Skills	Learning skills: embracing new knowledge and skills for personal and professional growth
Minimum Growth Mindset Skills	Growth mindset skills: believing in the power of hard work and practice to achieve success
Minimum Innovation Skills	Innovation skills: creating new value through original ideas and execution
Minimum Entrepreneurial Skills	Entrepreneurial skills: identifying and exploiting business opportunities
Minimum Leadership Skills	Leadership skills: inspiring and motivating others to achieve their full potential
Minimum Teamwork Skills	Teamwork skills: fostering a sense of camaraderie and shared purpose within a team
Minimum Problem-Solving Skills	Problem-solving skills: applying logic and creativity to overcome obstacles
Minimum Communication Skills	Communication skills: expressing thoughts clearly and concisely
Minimum Interpersonal Skills	Interpersonal skills: building positive relationships based on mutual respect and understanding
Minimum Emotional Intelligence Skills	Emotional intelligence skills: recognizing and managing one's own emotions and those of others
Minimum Time Management Skills	Time management skills: prioritizing tasks and allocating time effectively
Minimum Organization Skills	Organization skills: keeping track of tasks, deadlines, and resources
Minimum Planning Skills	Planning skills: setting realistic goals and developing actionable plans
Minimum Decision-Making Skills	Decision-making skills: gathering relevant information before making choices
Minimum Critical Thinking Skills	Critical thinking skills: analyzing arguments and identifying logical fallacies
Minimum Analytical Skills	Analytical skills: interpreting data and drawing meaningful conclusions
Minimum Research Skills	Research skills: seeking out reliable sources of information and verifying facts
Minimum Writing Skills	Writing skills: composing clear and coherent written reports and documents
Minimum Speaking Skills	Speaking skills: delivering presentations and speeches with confidence
Minimum Listening Skills	Listening skills: practicing active listening techniques to fully understand speakers
Minimum Collaboration Skills	Collaboration skills: working collaboratively with others to achieve shared objectives
Minimum Cooperation Skills	Cooperation skills: being willing to assist others and contribute to the overall success of the group
Minimum Communication Skills	Communication skills: using appropriate language and tone in various contexts
Minimum Conflict Resolution Skills	Conflict resolution skills: addressing conflicts constructively and finding win-win solutions
Minimum Problem-Solving Skills	Problem-solving skills: approaching problems systematically and brainstorming multiple solutions
Minimum Initiative Skills	Initiative skills: proactively identifying areas for improvement and taking action
Minimum Self-Motivation Skills	Self-motivation skills: cultivating a strong sense of purpose and direction
Minimum Persistence Skills	Persistence skills: maintaining focus and determination over the long term
Minimum Resilience Skills	Resilience skills: developing coping mechanisms to deal with stress and adversity
Minimum Adaptability Skills	Adaptability skills: being open-minded and flexible in the face of change
Minimum Learning Skills	Learning skills: embracing lifelong learning as a key to personal and professional advancement
Minimum Growth Mindset Skills	Growth mindset skills: viewing challenges as opportunities for growth and learning
Minimum Innovation Skills	Innovation skills: encouraging creative thinking and experimentation within the organization
Minimum Entrepreneurial Skills	Entrepreneurial skills: fostering a culture of entrepreneurship and innovation throughout the company
Minimum Leadership Skills	Leadership skills: providing guidance, support, and inspiration to team members
Minimum Teamwork Skills	Teamwork skills: promoting a collaborative and supportive team environment
Minimum Problem-Solving Skills	Problem-solving skills: utilizing a structured approach to identify and resolve issues
Minimum Communication Skills	Communication skills: ensuring effective two-way communication between all levels of the organization
Minimum Interpersonal Skills	Interpersonal skills: demonstrating empathy and understanding towards colleagues and clients
Minimum Emotional Intelligence Skills	Emotional intelligence skills: leveraging emotional awareness to enhance interpersonal interactions
Minimum Time Management	

Recognizing deteriorating weather

Determining In-flight visibility

Avoiding Inadvertent IMC

5/13/17

8.0

§

Michael O'Connor

Avoiding Flat light and White out conditions

Terrain Avoidance during low visibility

	ATC./Company emergency comm. procedures
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Emergency services available

Direction Finding Steer	
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Cue-Based Training

total time	
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8.0

CFIT Avoidance/Cue-Based Training		Location: Ketchikan	Date of Check: 5/13/17
Name of Airman (Last, First, Middle): Hudgins, Michael, Judd		Type of Check Simulator ☒ Flight ☐	
Pilot Certification Information:	Grade: ATP Number: [REDACTED]	Medical Information: Date of Birth: [REDACTED] 1946 Date of Exam: 10/12/2016 Class: FIRST	
Employed By	Based at (City, State)	Simulator/Aircraft (make/Model)	
Taquan Air	Ketchikan, AK	PC-ATD	
Name of Check Airman	SIG. of Check Airman	Simulator/Flight Time: 1.0	
Tracy Hamer	[REDACTED]		
Pilot Signature	[REDACTED]		
Scenarios			
Grade: S- satisfactory U- unsatisfactory			
Departure Point: KTN		Destination: KTB	
Proceeding to a destination during continuously lowering ceiling. Visibility good.			
S			
Departure Point: KTN		Destination: KTB	
Proceeding into deteriorating visibility in vicinity of destination			
S			
Departure Point:		Destination:	
After Departure, Pilot encounters flat light conditions. Reports indicate that good weather prevails at the destination, but weather may be than minimums for about ten miles.			
S			
Departure Point: KTN		Destination: MPT	
Entering a pass in lowering conditions, pilot encounters white out condition			
S			
Instrument Procedures		Grade: S- satisfactory U- unsatisfactory	
Normal Climb	S	Comm./Nav. Procedures	
Maximum Rate Climb		Loss of Visual Cues	
Straight & Level Flight	S	Determining in-flight visibilities	
Standard Rate Turns	S	Distractions	
Steep Turns		180° Turn	S
Normal Descent	S	Cue-Based Training	
Maximum Rate Descent			
Slow Flight			
Approaches to stalls			
Recoveries from Unusual Attitudes			
ILS Approach			
NDB/ADF Approach			
VOR Approach			
Other (specify)			
Remarks:		Demonstrated Current Knowledge of Regulated and Company Weather Minimums and Procedures	
		Demonstrated Instrument Competency to Company Completion Standards	
INITIAL ☐ O ☒ RECURRENT ☒			
RESULT OF CHECK		Approved ☒ Disapproved ☐	Checkairman's Performance Satisfactory ☐ Unsatisfactory ☐

CFIT Avoidance/Cue-Based Training		Location: Ketchikan	Date of Check: 5/28/2016
Name of Airman (Last, First, Middle): Hudgins Michael J		Type of Check Simulator ☒ Flight ☐	
Pilot Certification Information:	Grade: Commercial Number: [REDACTED]	Medical Information: Date of Birth: [REDACTED] 1948 Date of Exam: 9/12/2012 Class: Second	
Employed By Taquan Air	Based at (City, State) Ketchikan, AK	Simulator/Aircraft (make/Model) PC-ATD	
Name of Check Airman Michael O'Connor	SIG. of Check Airman [REDACTED]	Simulator/Flight Time: 1.0	
Pilot Signature [REDACTED]			
Scenarios			
Grade: S- satisfactory U- unsatisfactory			
Departure Point: WFB		Destination: POQ	
Proceeding to a destination during continuously lowering ceiling. Visibility good.			
S			
Departure Point: HYL		Destination: WFB	
Proceeding into deteriorating visibility in vicinity of destination			
S			
Departure Point: HYL		Destination: KTB	
After Departure, Pilot encounters flat light conditions. Reports indicate that good weather prevails at the destination, but weather may be than minimums for about ten miles.			
S			
Departure Point: HYL		Destination: CGA	
Entering a pass in lowering conditions, pilot encounters white out condition			
S			
Instrument Procedures		Grade: S- satisfactory U- unsatisfactory	
Normal Climb		Comm./Nav. Procedures	S
Maximum Rate Climb		Loss of Visual Cues	S
Straight & Level Flight		Determining in-flight visibilities	S
Standard Rate Turns		Distractions	S
Steep Turns		180° Turn	S
Normal Descent		Cue-Based Training	1.0 hrs S
Maximum Rate Descent			
Slow Flight			
Approaches to stalls			
Recoveries from Unusual Attitudes			
ILS Approach			
NDB/ADF Approach			
VOR Approach			
Other (specify)			
Remarks:		Demonstrated Current Knowledge of Regulated and Company Weather Minimums and Procedures (5/17)	
		Demonstrated Instrument Competency to Company Completion Standards (5/17)	
INITIAL	O	RECURRENT	X
RESULT OF CHECK		Approved ☒ Disapproved ☐	Checkairman's Performance Satisfactory ☐ Unsatisfactory ☐

TAQUAN AIR

O Initial

X Recurrent

Name _____

Michael Hudgins

[illegible]

CFIT Avoidance/Cue-Based Training		Location: Ketchikan	Date of Check: 4/28/2015
Name of Airman (Last, First, Middle): Hudgins Michael J		Type of Check Simulator ☒ Flight ☐	
Pilot Certification Information:	Medical Information:		
Grade: [REDACTED]	Date of Birth: [REDACTED] 1946		
Number: [REDACTED]	Date of Exam: 10/22/2014 Class: First		
Employed By Taquan Air	Based at (City, State) Ketchikan, AK	Simulator/Aircraft (make/Model) PC-ATD	
Name of Check Airman Kevin Roof	SIG. of Check Airman	Simulator/Flight Time: 1.0	
Pilot Signature [Signature]			
Scenarios			
Grade: S- satisfactory U- unsatisfactory			
Departure Point: WFB		Destination: MTM	
Proceeding to a destination during continuously lowering ceiling. Visibility good.			
S			
Departure Point MTM		Destination: WFB	
Proceeding into deteriorating visibility in vicinity of destination			
S			
Departure Point: WFB		Destination: KTB	
After Departure, Pilot encounters flat light conditions. Reports indicate that good weather prevails at the destination, but weather may be than minimums for about ten miles.			
S			
Departure Point: HYL		Destination: CGA	
Entering a pass in lowering conditions, pilot encounters white out condition			
S			
Instrument Procedures Grade: S- satisfactory U- unsatisfactory			
Normal Climb	S	Comm./Nav. Procedures	S
Maximum Rate Climb		Loss of Visual Cues	S
Straight & Level Flight	S	Determining in-flight visibilities	S
Standard Rate Turns	S	Distractions	S
Steep Turns		180° Turn	S
Normal Descent	S	Cue-Based Training	1.0 hrs S
Maximum Rate Descent			
Slow Flight			
Approaches to stalls			
Recoveries from Unusual Attitudes			
ILS Approach	S		
NDB/ADF Approach			
VOR Approach			
Other (specify)			
Remarks:		Demonstrated Current Knowledge of Regulated and Company Weather Minimums and Procedures (4/16)	
		Demonstrated Instrument Competency to Company Completion Standards (4/16)	
INITIAL X	RECURRENT O		
RESULT OF CHECK		Checkairman's Performance	
Approved ☒ Disapproved ☐		Satisfactory ☐ Unsatisfactory ☐	

Michael Hudgins

revised 6/15/99

1. When does company policy dictate when a flight can no longer be continued?

When it cannot be safely or legally continued, or
the destination becomes unsafe

2. What are the minimum ceiling and visibility requirements for flights to be conducted under Visual Flight Rules per the Federal Aviation Regulations?

500' 2 miles in Class G airspace
1000' 3 miles in controlled airspace

3. What corrective actions should be taken by the crewmember to avoid inadvertent flight into IMC conditions?

check wx in advance, look out & evaluate,
make 180° turn

4. In the event of flight into inadvertent IMC conditions, the crewmember should immediately initiate what action?

slow down, level 180° turn, slow descent in a
safe direction

5. In conditions of deteriorating visibility, the crewmember should be ready to initiate what action?

180° turn

6. What, if any, services are available to a VFR pilot in the event he/she finds him/herself in IMC conditions?

Capstone, emergency IFR

7. What ways do pilots have of estimating in-flight visibilities?

capstone - distance to known waypoint
chart - distance from one landmark to next

8. When encountering flat light conditions, what action should be taken by the pilot?

Transition to instruments while maintaining outside
reference

Corrected to 100%
M Higgins
5-11-2018

CHELTON FLIGHT LOGIC

1. Flight Path Marker- What is it and what does it show?  on the PFD.
shows where the airplane is actually going vertically and horizontally
2. User Waypoints there are three ways to make them. Name them and how are they formed.
 1. lat / long is known - enter on MFD
 2. Radial & distance from a navaid " "
 3. designate as overfly point & name later -
menu - design. FPL - create - edit - scroll to overfly - name
3. Color Codes (terrain) on the MFD. What are they and what is the altitude significance?

BLACK	terrain more than 2000' below
BLUE	water: takes precedence
OLIVE	within 2000' but more than 500' below
DARK BROWN	within 500' below
LIGHT BROWN	at or above aircraft

large X wind - yellow
4. Ghost flight path marker, when and why does it happen? 3 white bars, when EPM drifts to edge of screen due to crab angle $> 15^\circ$ (7.5° in 2000 mode),
to preclude clutter at edge of screen & overlap.

5. UAR (Unusual Attitude Recovery Mode) when does it happen and what is indicated on the PFD?

pitch $> \pm 25^\circ$. All nav, terrain, obstruction display removed
flt path marker removed, weatherline expanded, pitch limit ind.
horizon cue, large red chevrons

6. PFD what does it stand for? Primary Flight Display

Is it fixed? yes

MFD what does it stand for? Multi Function Display

Is it fixed? no

7. PFD what is displayed on the screen? analog + digital pilot static info, heading
altitude, attitude, 3-D nav data, overlaid on a virtual background,
eg. towers, terrain approaches, sunrays

8. MFD what is displayed on the screen? variety, configured by pilot, secondary PFD or
nav display, movingmap electronic HSI, traffic, wx, FLT plan etc

9. What is the meaning of TAWS? ^{Warning} Terrain Avoidance ~~Warning~~ System

10. CWA flags where are they located on the screens? lower left corner ~~PFD~~ MFD + PFD

11. CWA flags are color coded, what are the colors and their significance?

red - warning

yellow - caution

blue - advisory

12. HITS what is the size of each box and how far are they apart? Highway-In-The-Sky

320' h x 400' w, 2000'

Capstone II

Comprehensive avionics exam

Name M. Hodge Airmen Cert.  Date 5/10/2018

This exam is administered at the completion of initial ground training and is designed to measure the effectiveness of the training and to ensure that the level of understanding for the pilot/operator is satisfactory for safe operation using the equipment.

This exam is to be completed using the avionics training device and the in-flight quick reference list.

General Knowledge

#1.) Please define the following:

AHRS Attitude Heading Reference System

ADS-B Automatic Dependent Surveillance - Broadcast

CDTI Cockpit Display Traffic Information

EFIS Electronic ~~Flight~~ Flight Instrument System

ADC Air Data Computer

FIS-B Flight Information Service - Broadcast

IDU Integrated Display Unit

PFD Primary Flight Display

RAIM Receiver Autonomous Integrity Monitoring

WAAS Wide Area Augmentation System

Capstone II

Comprehensive avionics exam

Caution/Warning/Advisory System

#2.) For each of the following conditions there may be a CWA system that demands pilot attention. In each case identify it as a caution warning or advisory and state the annunciation and flag color.

Example:

Condition / Aircraft below selected altitude.

Category (Caution), Annunciation ("Altitude"),

Flag (Altitude), Color (Yellow).

A. Condition / Excessive rate of decent.

Category (warn), Annunciation (pull up, pull up),
Flag (Altitude), Color (yellow).

B. Condition / Premature descent.

Category (Caution), Annunciation (Minimums),
Flag (Minimums), Color (yellow).

C. Condition / Deviation of 10 kts. from target airspeed.

Category (Caution), Annunciation (airspeed),
Flag (Airspeed), Color (yellow).

D. Condition / GPS/WAAS loss of navigation.

Category (Caution), Annunciation (GPS Failure),
Flag (No GPS), Color (yellow).

E. Condition / No air data.

Category (Caution), Annunciation (Air Data Failure),
Flag (No Air Data), Color (yellow).

F. Condition / GPS/WAAS in terminal mode.

Category (Advisory), Annunciation (chime),
Flag (Terminal), Color (Blue).

Capstone II

Comprehensive avionics exam

Failure Modes

#3.) The equipment as installed has 8 operating modes from normal to GPS, ADC and AHRS failed.

For each of the following conditions describe the indications on the PFD and ND.

A. GPS failure.

PFD No GPS duration clock, No TAWS

ND - same -

B. ADC failure.

PFD No Air Data No TAWS

ND " "

C. AHRS failure.

PFD No Attitude

ND No Attitude

D. GPS and AHRS failure.

PFD No GPS No TAWS No Attitude

ND " " "

Capstone II

Comprehensive avionics exam

Menu functions and procedures

#4.) The following exercises will examine your ability to use the system to create-edit flight plans and create user waypoints.

A. Create a user waypoint "TEST1" using (LAT-LON)
N55.56 W162.26.

Create a user waypoint "TEST2" using (RAD-DST)
SSR 030 RAD 60 NM

Create a flight plan from "TEST1" to "TEST2".
What is the heading and distance?

Heading 045 Distance 994

B. Create a flight plan from PABA to PAFA and use the menus while creating the flight plan to answer the following.

PABA is Barter (s) LARS Locate N 70° 08.4 W 143° 34.91

PAFA is Fairbanks Intl Located N 64° 48.9 W 147° 51.38

What is the Heading and distance from PABA to PAFA?

Heading 178 Distance 335

C. Using the menu functions locate information on CYXY and record the following.

Name Whitehorse Intl Location N60° 12.57 W135° 04.04

Available radio frequencies if any Twr 118.3, Gnd 121.9, FSS 138.3, 122.4, 126.7

Capstone II

Comprehensive avionics exam

Demonstration

The ability to use the following functions needs to be demonstrated to an instructor or check airman.

Select a flight plan from PAJN to PAKT and for PAJN load a DP and TRANS.

☒ SAT ☐ UNSAT

Set a Parallel Track. (2 miles to right)

☒ SAT ☐ UNSAT

Count Down timer / store and activate a countdown time.

☒ SAT ☐ UNSAT

Set the heading bug / turn the heading bug off.

☒ SAT ☐ UNSAT

Specify a Target Altitude / Turn bugs off.

☒ SAT ☐ UNSAT

Show/Hide Terrain (PFD) & (ND)

☒ SAT ☐ UNSAT

Heading up and North up formats.

☒ SAT ☐ UNSAT

PM AIR LLC

135 Pilot Training Certificate

Name of Pilot:

MIKE HUDGINS

This certifies that the named pilot has successfully completed training in accordance with the approved training program in the following Subject Areas; and is Authorized as per FAR 43.3(i) to remove and install seats that they have been trained in

subject	Initial; Transition, Recurrent, Requal, Differences	Completion date	Instructor name (signature)	Notes:
135.329 Basic Indoctrination	RECURRENT	5/13/2014	[Signature]	
135.331 General Emergency	RECURRENT	5/12/2014	[Signature]	
135.331 Emergency Drills	RECURRENT	5/12/2014	[Signature]	
135.333 Hazardous Materials	RECURRENT	5/12/2014	[Signature]	
135.339 Checkairman				
135.340 Instructor Pilot				
135.345(a) General Subjects	RECURRENT	5/13/2014	[Signature]	
135.330 CRM	RECURRENT	5/11/2014	[Signature]	
Seat Removal 43.3(l)				
C-185				
DHC-2	RECURRENT	5/13/2014	CH	
Aircraft Ground C-185				
DHC-2	RECURRENT	5/10/2014	[Signature]	
DHC-3T				
DHC-3T Amphib				
135.347 Aircraft Flight C-185				
DHC-2	RECURRENT	5/13/2014	CH	8410
DHC-3T				
DHC-3T Amphib				

I acknowledge receipt of the above training:

5/13/2014

Student Signature

Date

Signature of D.P. or C.P.

PILOT'S NAME:	Michael Hudgins
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135 Flight Training Record

[illegible]

PM AIR LLC

	PILOT'S NAME: Michael Hudgins
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PM AIR LLC		
		Life Checks and Training

[illegible]

Enter type of training.

Enter the date of completion for the Testing, Checking or Training activity.