

ANC23FA008

OPERATIONAL FACTORS/HUMAN PERFORMANCE

Attachment 5

Pilot's Training Records - Guardian [Excerpts]

November 11, 2023

Guardian Flight, Inc.
Training and Tracking Forms

Form 110
Ground Training

Pilots Name: Brian Treptow Certificate Number: [REDACTED]
Instructor: Jace Wilson Training Category: Initial
Position: PIC ☒ SIC ☐

Curriculum Segment	Aircraft Type	Completion Date	Instructor Initials
Basic Indoctrination		6 DEC 2019	JW
Crew Resource Management		6 DEC 2019	JW
Emergency Training		6 DEC 2019	JW
Hazardous Materials		6 DEC 2019	JW
Aircraft Ground	BE9-L	13 DEC 2019	JC
Differences			
Special Curriculum Segment		6 DEC 2019	JW

Additional Training Curriculum

AMRM/SMS		6 DEC 2019	JW
General Subjects	76%	6 DEC 2019	JW
Aircraft Systems	88%	12 DEC 2019	JC

CERTIFICATE OF GROUND TRAINING

This is to certify that the above-mentioned pilot has received the training as described on this form in accordance with the Guardian Flight, Inc. Air Carrier Certificate training program. This training included, but was not necessarily limited to, the specified areas indicated on this form. The pilot's signature is optional.

Instructor Signature: [REDACTED] Date: 23 DEC 2019

Pilots Signature: _____ Date: _____

Pilot Name: Brian Treptow Training Category: Initial

Certificate Number: [REDACTED] Position: PIC ☒ SIC ☒

Instructor: Jace Wilson Aircraft Type: BE9-L

FLIGHT SESSION(S)

	1	2	3	4	5	6	7	8	9	10	11	12
Date	23		1/9/21	1/10/21	1/15/21	1/16/21	1/18/21					
Instructor Initials	JW	JW	JW	JW	MM	MM	MM					
Aircraft Registration Number	N170	N170	N170	N170	N170	N170	N170					
Flight Time					1.0	2.2	2.3					

FLIGHT SUBJECT TRAINING AREAS

S = Satisfactory U = Unsatisfactory W = Waived

1. Preflight Procedures

a. Preflight Inspection	S	S	S	S	S	S	S					
b. Powerplant Start	S	S	S	S	S	S	S					
c. Abnormal Engine Starts	W	W	W	W	S	S	S					
d. Taxiing	S	U	U	S	S	S	S					
e. Pretakeoff Checks	S	S	S	S	S	S	S					

2. Takeoff and Departure Phase

a. Normal Takeoff	S	S	S	S	S	S	S					
b. Crosswind Takeoff	S	S	S	S	S	S	S					
c. Rejected Takeoff	W	S	W	W	S	S	S					
d. Instrument Takeoff	S	W	S	W	S	S	S					
e. Instrument Departure	S	W	S	W	S	S	S					
f. Engine Failure on Departure	W	W	S	U	W	S	S					

3. Inflight Maneuvers

a. Steep Turns	W	S	S	W	S	W	S					
b. Enroute Configuration Stalls	W	S	S	W	S	W	S					
c. Takeoff Configuration Stalls	W	S	S	W	S	W	S					
d. Landing Configuration Stalls	W	S	S	W	S	W	S					
e. Unusual Attitude Recoveries	W	S	S	W	W	S	S					
d. Powerplant Failure	W	W	S	U	S	S	S					
e. Engine Shut Down and Restart	W	W	W	W	W	S	S					

4. Instrument Procedures

a. Instrument Arrival	S	S	S	W	W	S	S					
b. Precision Approach	W	S	S	S	W	S	S					
c. VNAV / WAAS Approach	W	W	W	W	W	S	S					
d. S/E Precision Approach	W	W	S	U	W	S	S					
c. Non-Precision Approach	S	S	S	S	S	S	S					
e. S/E Non-Precision Approach	W	W	S	W	W	S	S					
f. Missed Approach	W	W	U	S	W	S	S					
g. Circling Approach	W	S	S	W	W	S	S					

5. Normal and Abnormal Procedures	1	2	3	4	5	6	7	8	9	10	11	12
a. Fuel System	S	S	S	S	S	S	S					
b. Electrical System	S	S	S	S	S	S	S					
c. Powerplant Malfunctions	W	W	S	U	S	S	S					
d. Environmental Systems	S	S	S	S	S	S	S					
e. Pressurization Systems	S	S	S	S	S	S	S					
f. Anti-ice and Deice System	S	S	S	S	S	S	S					
g. Emergency Equipment	S	S	S	S	S	S	S					
h. Autopilot System	S	S	U	S	S	S	S					
i. Nav and Avionics Systems	S	S	U	S	S	S	S					
j. Flap System	S	S	S	S	S	S	S					

6. Emergency Procedures	1	2	3	4	5	6	7	8	9	10	11	12
a. Rapid Decompression	W	S	W	W	W	S	S					
b. Emergency Decent	W	W	W	W	W	S	S					
c. Emergency Evacuations	W	W	W	W	W	S	S					
d. Inflight Fire	W	W	S	W	W	S	S					
e. Landing Gear Malfunction	W	W	W	W	W	S	S					
f. Windshear	W	W	S	W	W	S	S					

7. Landings	1	2	3	4	5	6	7	8	9	10	11	12
a. Normal Landing	S	S	S	S	S	S	S					
b. Landing (Precision Appch)	W	S	S	S	W	S	S					
c. Landing (Non-Prec Appch)	S	S	S	S	S	S	S					
d. SE Landing	W	W	S	S	W	S	S					
e. Crosswind Landing	W	S	S	S	S	S	S					
f. Rejected Landing	W	S	W	W	S	S	S					
g. Landing (Circling Approach)	W	S	S	S	W	S	S					
h. No-Flap Landing	W	W	W	W	W	S	S					

8. Postflight Procedures	1	2	3	4	5	6	7	8	9	10	11	12
a. After-Landing Procedures	S	S	S	S	S	S	S					
b. Aircraft Fueling Procedures	S	S	W	S	S	S	S					
c. Parking and Securing	S	S	W	S	S	S	S					

9. Additional Required	1	2	3	4	5	6	7	8	9	10	11	12
a. _____												
b. _____												
c. _____												

CERTIFICATE OF FLIGHT TRAINING

This is to certify that the above-named pilot has received the training as described on this form in accordance with the Guardian Flight, Inc. Air Carrier Certificate training program. This training included, but is not necessarily limited to, the specified areas indicated on this form. The pilot signature is optional.

Instructor Signature: _____

Date: 1/18/2020

Pilot Signature: _____

Date: _____

(Optional)

Pilot Name: Brian Treptow Training Category: Initial
 Certificate Number: [REDACTED] Position: PIC ☒ SIC ☒
 Instructor: Jace Wilson Aircraft Type: BE9-L AATD

FLIGHT SESSION(S)

	1	2	3	4	5	6	7	8	9	10	11	12
Date	23		12/17	12/18	12/19	12/20						
Instructor Initials	JW	JW	RO	JW	JW	JW						
Aircraft Registration Number												
Flight Time												

FLIGHT SUBJECT TRAINING AREAS

S = Satisfactory U = Unsatisfactory W = Waived

1. Preflight Procedures

a. Preflight Inspection	S	S	S	S	S	S						
b. Powerplant Start	S	S	S	S	S	S						
c. Abnormal Engine Starts	W	S	S	S	W	S						
d. Taxiing	W	W	W	W	W	W						
e. Pretakeoff Checks	S	S	S	S	S	S						

2. Takeoff and Departure Phase

a. Normal Takeoff	S	S	S	S	S	S						
b. Crosswind Takeoff	W	W	W	W	W	W						
c. Rejected Takeoff	W	S	W	W	W	W						
d. Instrument Takeoff	W	S	S	S	S	S						
e. Instrument Departure	W	S	S	S	U	S						
f. Engine Failure on Departure	W	W	S	W	W	W						

3. Inflight Maneuvers

a. Steep Turns	S	W	W	W	S	W						
b. Enroute Configuration Stalls	S	W	W	W	S	W						
c. Takeoff Configuration Stalls	S	W	W	W	S	W						
d. Landing Configuration Stalls	S	W	W	W	S	W						
e. Unusual Attitude Recoveries	S	W	W	W	S	W						
d. Powerplant Failure	W	W	W	S	S	S						
e. Engine Shut Down and Restart	W	W	W	S	S	W						

4. Instrument Procedures

a. Instrument Arrival	W	W	W	W	W	W						
b. Precision Approach	S	S	S	W	S	U						
c. VNAV / WAAS Approach	W	W	W	W	W	W						
d. S/E Precision Approach	W	W	S	W	W	U						
c. Non-Precision Approach	W	S	S	S	W	W						
e. S/E Non-Precision Approach	W	W	S	W	W	W						
f. Missed Approach	W	S	S	S	U	W						
g. Circling Approach	W	S	W	W	W	W						

5. Normal and Abnormal Procedures	1	2	3	4	5	6	7	8	9	10	11	12
a. Fuel System	S	S	S	S	S	S						
b. Electrical System	S	S	S	S	S	S						
c. Powerplant Malfunctions	W	S	S	S	S	S						
d. Environmental Systems	S	S	S	S	S	S						
e. Pressurization Systems	S	S	S	S	S	S						
f. Anti-ice and Deice System	S	S	S	S	S	S						
g. Emergency Equipment	S	S	S	S	S	S						
h. Autopilot System	S	S	S	S	S	S						
i. Nav and Avionics Systems	S	S	S	S	S	S						
j. Flap System	S	S	S	S	S	S						

6. Emergency Procedures	1	2	3	4	5	6	7	8	9	10	11	12
a. Rapid Decompression	W	W	W	S	W	W						
b. Emergency Decent	W	W	W	S	W	W						
c. Emergency Evacuations	W	W	W	W	W	W						
d. Inflight Fire	W	W	W	W	W	W						
e. Landing Gear Malfunction	W	W	W	S	W	W						
f. Windshear	W	W	W	W	W	W						

7. Landings	1	2	3	4	5	6	7	8	9	10	11	12
a. Normal Landing	S	S	S	S	W	W						
b. Landing (Precision Appch)	W	S	S	W	W	S						
c. Landing (Non-Prec Appch)	W	S	S	S	W	W						
d. SE Landing	W	W	S	W	W	S						
e. Crosswind Landing	W	W	W	W	W	W						
f. Rejected Landing	W	S	S	S	U	S						
g. Landing (Circling Approach)	W	S	W	W	W	W						
h. No-Flap Landing	W	W	W	S	W	W						

8. Postflight Procedures	1	2	3	4	5	6	7	8	9	10	11	12
a. After-Landing Procedures	S	S	S	S	S	S						
b. Aircraft Fueling Procedures	W	W	W	W	W	W						
c. Parking and Securing	W	W	W	W	W	W						

9. Additional Required	1	2	3	4	5	6	7	8	9	10	11	12
a. _____												
b. _____												
c. _____												

CERTIFICATE OF FLIGHT TRAINING

This is to certify that the above-named pilot has received the training as described on this form in accordance with the Guardian Flight, Inc. Air Carrier Certificate training program. This training included, but is not necessarily limited to, the specified areas indicated on this form. The pilot signature is optional.

Instructor Signature: _____

Date: **23 DEC 2019**

Pilot Signature: _____

Date: _____

(Optional)

FAR 135 AIRMAN COMPETENCY/PROFICIENCY CHECK

FAR 135.293(a)(1)(4-8) ☐ FAR 135.293(a)(2-3) ☐ FAR 135.293(b) ☐ FAR 135.297 ☐ FAR 135.299 ☐		CHECK INFORMATION:	DATE:	February 03, 2022
			LOCATION:	PHOG PHNY
NAME OF AIRMAN: (last, first, middle initial) Treptow, Brian		PILOT CERTIFICATE:	GRADE:	ATP
			NUMBER:	
EMPLOYED BY: G11A720A Guardian Flight, Inc.	BASED AT: SLC, UT	MEDICAL CERTIFICATE:	EXAM DATE:	July 28, 2021
			CLASS:	Second
CHECK AIRMAN: Cavanaugh, Edward, L	CHECK AIRMAN SIGNATURE: 	BLOCK TIME: 3.1	TYPE OF AIRCRAFT: BE9L	

FLIGHT MANEUVERS GRADE (S - Satisfactory U - Unsatisfactory)

	S	U		S	U
PREFLIGHT			INSTRUMENT PROCEDURES		
EQUIPMENT EXAMINATION (Oral or written)	S		AREA DEPARTURE	S	
PREFLIGHT INSPECTION	S		AREA ARRIVAL	S	
STARTING PROCEDURES	S		HOLDING	u/s	
TAXIING	S		USE OF AUTOPILOT	S	
POWERPLANT CHECKS	S				
TAKEOFFS			INSTRUMENT APPROACHES		
NORMAL	S		ILS APPROACH(S)	u/s	
INSTRUMENT 1800 RVR	S		RNAV (GPS) APPROACH(ES)	S	
CROSSWIND	S		LOC/LOC BC APPROACH(ES)	S	
WITH SIMULATED POWERPLANT FAILURE	S		VOR APPROACH(ES)	S	
REJECTED TAKEOFF	S		NDB APPROACH(ES)	—	
SHORT FIELD TAKEOFF (SE)	—		CIRCLING APPROACH	S	
INFLIGHT MANEUVERS			EMERGENCIES		
STEEP TURNS	S		MISSED APPROACH	S	
APPROACHES TO STALLS	S		ILS W/ SIMULATED POWERPLANT FAILURE	S	
RECOVERY FROM UNUSUAL ATTITUDES	S		EMERGENCIES		
SPECIFIC FLIGHT CHARACTERISTICS	—		NORMAL AND ABNORMAL PROCEDURES	S	
POWERPLANT FAILURE	S		EMERGENCY PROCEDURES	S	
LANDINGS			NO FLAP APPROACH	S	
NORMAL	S		EMERGENCY LANDING (SE)	—	
CROSSWIND	S		GENERAL		
FROM AN ILS APPROACH	S		JUDGEMENT	S	
WITH SIMULATED POWERPLANT FAILURE	S		SITUATIONAL AWARENESS	S	
REJECTED LANDING	S		CREW COORDINATION	S	
FROM CIRCLING APPROACH	S				
ABNORMAL FLAP	S				
SHORT FIELD LANDING (SE)	—				

BASE MONTH:	JANUARY	REMARKS
	EXPIRES:	
135.293(a)(2-3)(b) (12 Calendar Months)	JANUARY 2023	ILS Unsatisfactory applicant exceeded standard ILS retrained and rechecked satisfactory
135.293(b) (12 Calendar Months)	JANUARY 2023	Holding Unsatisfactory applicant failed to use standard entry Holding retrained and rechecked satisfactory
135.293(a)(1)(4-8) (12 Calendar Months)	JANUARY 2023	Late Grace
135.299 (12 Calendar Months)	JANUARY 2023	
135.297 (6 Calendar Months)	JULY 2022	
135.297(g) (12 Calendar Months)	JANUARY 2023	

RESULT OF CHECK	☒ Satisfactory ☐ Unsatisfactory	CHECK AIRMAN'S CHECK
REGION	DISTRICT OFFICE	FAA INSPECTOR'S SIGNATURE

FAR 135 AIRMAN COMPETENCY/PROFICIENCY CHECK

FAR 135.293(a)(1)(4-8) ☐ FAR 135.293(a)(2-3) ☐ FAR 135.293(b) ☐ FAR 135.297 ☒ FAR 135.299 ☐		CHECK INFORMATION:	DATE: July 21, 2022	
			LOCATION: PHOG PHNY PHMK	
NAME OF AIRMAN: (last, first, middle initial) Treptow, Brian		PILOT CERTIFICATE:	GRADE: ATP	
			NUMBER: [REDACTED]	
EMPLOYED BY: G11A720A Guardian Flight, Inc.	BASIS AT: SLC, UT	MEDICAL CERTIFICATE:	EXAM DATE: April 21, 2022	
			CLASS: Second	
CHECK AIRMAN: Cavanaugh, Edward, L	CHECK AIRMAN SIGNATURE: [REDACTED]	BLOCK TIME: 2.2	TYPE OF AIRCRAFT: BE9L	

FLIGHT MANEUVERS GRADE (S - Satisfactory U - Unsatisfactory)

	S	U		S	U
PREFLIGHT			INSTRUMENT PROCEDURES		
EQUIPMENT EXAMINATION (Oral or written)	S		AREA DEPARTURE	S	
PREFLIGHT INSPECTION	S		AREA ARRIVAL	S	
STARTING PROCEDURES	S		HOLDING	S	
TAXIING	S		USE OF AUTOPILOT	S	
POWERPLANT CHECKS	S				
TAKEOFFS			INSTRUMENT APPROACHES		
NORMAL	S		II S APPROACH(S)	S	
INSTRUMENT 1800 RVR	S		RNAV (GPS) APPROACH(ES)	S	
CROSSWIND	S		LOC/LOC BC APPROACH(ES)	S	
WITH SIMULATED POWERPLANT FAILURE	S		VOR APPROACH(ES)	S	
REJECTED TAKEOFF	S		NDB APPROACH(ES)	---	
SHORT FIELD TAKEOFF (SE)	---		CIRCLING APPROACH	S	
INFLIGHT MANEUVERS			EMERGENCIES		
STEEP TURNS	S		MISSED APPROACH	u/s	
APPROACHES TO STALLS	S		ILS W/ SIMULATED POWERPLANT FAILURE	S	
RECOVERY FROM UNUSUAL ATTITUDES	S		GENERAL		
SPECIFIC FLIGHT CHARACTERISTICS	---		JUDGEMENT	S	
POWERPLANT FAILURE	S		SITUATIONAL AWARENESS	S	
LANDINGS			CREW COORDINATION	S	
NORMAL	S		EMERGENCY LANDING (SE)	---	
CROSSWIND	S				
FROM AN ILS APPROACH	S				
WITH SIMULATED POWERPLANT FAILURE	S				
REJECTED LANDING	S				
FROM CIRCLING APPROACH	S				
ABNORMAL FLAP	S				
SHORT FIELD LANDING (SE)	---				

BASE MONTH:	January	REMARKS
	EXPIRES:	
135.293(a)(2-3)(b) (12 Calendar Months)	January 2023	Missed Approach Unsatisfactory Applicant failed to properly configure aircraft Retrained and rechecked Missed Approach Satisfactory
135.293(b) (12 Calendar Months)	January 2023	
135.293(a)(1)(4-8) (12 Calendar Months)	January 2023	
135.299 (12 Calendar Months)	January 2023	
135.297 (6 Calendar Months)	January 2023	
135.297(g) (12 Calendar Months)	January 2023	

RESULT OF CHECK	☒ Satisfactory ☐ Unsatisfactory	CHECK AIRMAN'S CHECK
REGION	DISTRICT OFFICE	FAA INSPECTOR'S SIGNATURE

FAR 135 AIRMAN COMPETENCY/PROFICIENCY CHECK

FAR 135.293(a)(1)(4-8) ■ FAR 135.293(a)(2-3) ■ FAR 135.293(b) ■ FAR 135.297 ■ FAR 135.299 ■		CHECK INFORMATION:	DATE: 02-09-2021
			LOCATION: OGG-LNY
NAME OF AIRMAN: <i>(last, first, middle initial)</i> Treptow, Brian, M		PILOT CERTIFICATE:	GRADE: ATP
			NUMBER: [REDACTED]
EMPLOYED BY: G11A720A Guardian Flight, Inc.	BASED AT: SLC, UT	MEDICAL CERTIFICATE:	EXAM DATE: 08-14-2020
			CLASS: Second
CHECK AIRMAN: Wehrsig, Gabriel, K	CHECK AIRMAN'S SIGNATURE: [REDACTED]	BLOCK TIME: 2.0	TYPE OF AIRCRAFT: BE-9L

FLIGHT MANEUVERS GRADE (S - Satisfactory U - Unsatisfactory)

	S	U		S	U
PREFLIGHT			INSTRUMENT PROCEDURES		
EQUIPMENT EXAMINATION <i>(Oral or written)</i>	S		AREA DEPARTURE	S	
PREFLIGHT INSPECTION	S		AREA ARRIVAL	S	
STARTING PROCEDURES	S		HOLDING	S	
TAXIING	S		USE OF AUTOPILOT	S	
POWERPLANT CHECKS	S				
TAKEOFFS			INSTRUMENT APPROACHES		
NORMAL	S		ILS APPROACH(S)	U	
INSTRUMENT _____ RVR	S		RNAV (GPS) APPROACH(ES)	S	
CROSSWIND	S		LOC/LOC BC APPROACH(ES)	S	
WITH SIMULATED POWERPLANT FAILURE	S		VOR APPROACH(ES)	S	
REJECTED TAKEOFF	S		NDB APPROACH(ES)	-	
SHORT FIELD TAKEOFF (SE)	-		CIRCLING APPROACH	S	
INFLIGHT MANEUVERS			EMERGENCIES		
STEEP TURNS			MISSSED APPROACH	U	
APPROACHES TO STALLS	S		ILS W/ SIMULATED POWERPLANT FAILURE	U	
RECOVERY FROM UNUSUAL ATTITUDES	S		GENERAL		
SPECIFIC FLIGHT CHARACTERISTICS	-		JUDGEMENT	S	
POWERPLANT FAILURE	S		SITUATIONAL AWARENESS	S	
LANDINGS			CREW COORDINATION	U	
NORMAL	S				
CROSSWIND	S				
FROM AN ILS APPROACH	S				
WITH SIMULATED POWERPLANT FAILURE	U				
REJECTED LANDING	S				
FROM CIRCLING APPROACH	S				
ABNORMAL FLAP					
SHORT FIELD LANDING (SE)	-				

BASE MONTH:	January	REMARKS Unsatisfactory Missed Approach. Failure to stop climb at authorized given altitude. Unsatisfactory ILS Power Plant Failure. Improper airplane configuration before DA/DH. Pilot selected Flaps Full. Unsatisfactory on second Missed Approach. Failure to ensure proper airplane configuration during Missed Approach.
EXPIRES:	January 2021	
135.293(a)(2-3)(b) (12 Calendar Months)	January 2021	
135.293(b) (12 Calendar Months)	January 2021	
135.293(a)(1)(4-8) (12 Calendar Months)	January 2021	
135.299 (12 Calendar Months)	January 2021	
135.297 (6 Calendar Months)	January 2021	
135.297(g) (12 Calendar Months)	January 2021	

RESULT OF CHECK	☐ Satisfactory ☒ Unsatisfactory	CHECK AIRMAN'S CHECK
REGION	DISTRICT OFFICE	FAA INSPECTOR'S SIGNATURE

Form 120
Flight Training

Pilot Name:	Brian Treptow	Training Category:	Retrain annual
Certificate Number:		Position:	PIC ☒ SIC ☐
Instructor:	Landon Honeychurch	Aircraft Type:	C90

1	2	3	4	5	6	7	8	9	10	11	12
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[illegible]

S = Satisfactory U = Unsatisfactory W = Waived

- a. Preflight Inspection
- b. Powerplant Start
- c. Abnormal Engine Starts
- d. Taxiing
- e. Pretakeoff Checks

[illegible]

- Normal Takeoff
- Crosswind Takeoff
- Rejected Takeoff
- Instrument Takeoff
- Instrument Departure
- Engine Failure on Departure

[illegible]

- a. Steep Turns
- b. Enroute Configuration Stalls
- c. Takeoff Configuration Stalls
- d. Landing Configuration Stalls
- e. Unusual Attitude Recoveries
- d. Powerplant Failure
- e. Engine Shut Down and Restart

[illegible]

- a. Instrument Arrival
- b. Precision Approach
- c. VNAV / WAAS Approach
- d. S/E Precision Approach
- c. Non-Precision Approach
- e. S/E Non-Precision Approach
- f. Missed Approach
- g. Circling Approach

[illegible]

	1	2	3	4	5	6	7	8	9	10	11	12
5. Normal and Abnormal Procedures												
a. Fuel System	S											
b. Electrical System	S											
c. Powerplant Malfunctions												
d. Environmental Systems	S											
e. Pressurization Systems												
f. Anti-ice and Deice System												
g. Emergency Equipment												
h. Autopilot System	S											
i. Nav and Avionics Systems	S											
j. Flap System	S											
6. Emergency Procedures												
a. Rapid Decompression												
b. Emergency Decent												
c. Emergency Evacuations												
d. Inflight Fire												
e. Landing Gear Malfunction												
f. Windshear												
7. Landings												
a. Normal Landing	S											
b. Landing (Precision Appch)	S											
c. Landing (Non-Prec Appch)	S											
d. SE Landing	S											
e. Crosswind Landing												
f. Rejected Landing												
g. Landing (Circling Approach)	S											
h. No-Flap Landing	S											
8. Postflight Procedures												
a. After-Landing Procedures	S											
b. Aircraft Fueling Procedures	S											
c. Parking and Securing	S											
9. Additional Required												
a. _____												
b. _____												
c. _____												

CERTIFICATE OF FLIGHT TRAINING

This is to certify that the above-named pilot has received the training as described on this form in accordance with the Guardian Flight, Inc. Air Carrier Certificate training program. This training included, but is not necessarily limited to, the specified areas indicated on this form. The pilot signature is optional.

Instructor Signature: _____

Date: 02/17/2021

Pilot Signature: _____

Date: 02/17/2021

(Optional) ✓

FAR 135 AIRMAN COMPETENCY/PROFICIENCY CHECK

FAR 135.293(a)(1)(4-8) ■ FAR 135.293(a)(2-3) ■ FAR 135.293(b) ■ FAR 135.297 ■ FAR 135.299 ■		CHECK INFORMATION:		DATE: 02-18-2021
				LOCATION: LNY-OGG
NAME OF AIRMAN: <i>(last, first, middle initial)</i> Treptow, Brian M		PILOT CERTIFICATE:		GRADE: ATP
				NUMBER: [REDACTED]
EMPLOYED BY: G11A720A Guardian Flight, Inc.	BASING AT: SLC, UT	MEDICAL CERTIFICATE:	EXAM DATE: 08-14-2020	
			CLASS: Second	
CHECK AIRMAN: Wehrsig, Gabriel, K	CHECK AIRMAN SIGNATURE: [REDACTED]	BLOCK TIME: 2.0	TYPE OF AIRCRAFT: BE-9L	

FLIGHT MANEUVERS GRADE (S - Satisfactory U - Unsatisfactory)

	S	U		S	U
PREFLIGHT			INSTRUMENT PROCEDURES		
EQUIPMENT EXAMINATION <i>(Oral or written)</i>	S		AREA DEPARTURE	S	
PREFLIGHT INSPECTION	S		AREA ARRIVAL	S	
STARTING PROCEDURES	S		HOLDING	S	
TAXIING	S		USE OF AUTOPILOT	S	
POWERPLANT CHECKS	S				
TAKEOFFS			INSTRUMENT APPROACHES		
NORMAL	S		ILS APPROACH(S)	S	
INSTRUMENT _____ RVR	S		RNAV (GPS) APPROACH(ES)	S	
CROSSWIND	S		LOC/LOC BC APPROACH(ES)	S	
WITH SIMULATED POWERPLANT FAILURE	S		VOR APPROACH(ES)	S	
REJECTED TAKEOFF	S		NDB APPROACH(ES)	-	
SHORT FIELD TAKEOFF (SE)	-		CIRCLING APPROACH	S	
INFLIGHT MANEUVERS			EMERGENCIES		
STEEP TURNS	S		MISSED APPROACH	S	
APPROACHES TO STALLS	S		ILS W/ SIMULATED POWERPLANT FAILURE	S	
RECOVERY FROM UNUSUAL ATTITUDES	S		EMERGENCIES		
SPECIFIC FLIGHT CHARACTERISTICS	-		NORMAL AND ABNORMAL PROCEDURES	S	
POWERPLANT FAILURE	S		EMERGENCY PROCEDURES	S	
LANDINGS			GENERAL		
NORMAL	S		JUDGEMENT	S	
CROSSWIND	S		SITUATIONAL AWARENESS	S	
FROM AN ILS APPROACH	S		CREW COORDINATION	S	
WITH SIMULATED POWERPLANT FAILURE	S				
REJECTED LANDING	S				
FROM CIRCLING APPROACH	S				
ABNORMAL FLAP	S				
SHORT FIELD LANDING (SE)	-				

BASE MONTH:	January	REMARKS Late Grace
	EXPIRES:	
135.293(a)(2-3)(b) (12 Calendar Months)	January 2022	
135.293(b) (12 Calendar Months)	January 2022	
135.293(a)(1)(4-8) (12 Calendar Months)	January 2022	
135.299 (12 Calendar Months)	January 2022	
135.297 (6 Calendar Months)	July 2021	
135.297(g) (12 Calendar Months)	January 2022	

RESULT OF CHECK ☒ Satisfactory ☐ Unsatisfactory		CHECK AIRMAN'S CHECK
REGION	DISTRICT OFFICE	FAA INSPECTOR'S SIGNATURE

Pilot Name: BRIAN TRUPTOW Training Category: RECURRENT

Instructor No. 1: STUART NISHIMURA Certificate Number: [REDACTED]

Instructor No. 2: _____

AATD TRAINING SESSION(S)

1	2	3	4	5	6	7	8	9	10
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Date	2/2	2/2	2/2							
Instructor Initials	SN	SN	SN							
Lesson Number	1	2	3							
Sim Time	0.6	1.0	7.4							

SUBJECT TRAINING AREAS (1-Proficient, 2-Normal Progress, 3-Additional Training or 4-Unsatisfactory)

1. Preflight Procedures

a. Prestart Checks	4	-	-							
b. Normal Powerplant Start	1	-	-							
c. Abnormal Powerplant Starts	-	-	-							
d. Ground Operations	-	-	-							
e. Pretakeoff Checks	4	-	-							

2. Takeoff and Departure Phase

a. Normal Takeoff	3	1	1							
b. Crosswind Takeoff	-	-	-							
c. High-Performance Takeoff	-	-	-							
d. Rejected Takeoff	-	1	1							
e. Instrument Takeoff	1	1	-							
f. Instrument Departure (DP)	-	1	-							
g. Engine Failure on Departure	-	2	-							

3. Inflight Maneuvers

a. Steep Turns	1	-	-							
b. Enroute Stalls	1	-	-							
c. Takeoff Stalls	1	-	-							
d. Landing Stalls	1	-	-							
e. Unusual Attitude Recoveries	-	-	-							
f. Windshear	-	-	-							

4. Instrument Approach Procedures

a. Instrument Arrival	-	1	-							
b. Precision Approach	-	1	1							
c. SE Precision Approach	-	-	1							
d. Non-Precision Approach	2.4	-	-							
e. SE Non-Precision Approach	-	-	X							
f. Missed Approach (w/ Hold)	-	3	2							
g. Circling Approach	4	-	-							

Guardian Flight, Inc.
BE-90 Integration Training and Tracking

Form ATD
Simulator Training

	1	2	3	4	5	6	7	8	9	10
5. Normal System Operation										
a. Fuel	4	-	-							
b. Electrical	4	-	-							
c. Powerplant	-	-	-							
d. Environmental	-	-	-							
e. Pressurization	-	-	-							
f. Anti-Ice / De-Ice	-	-	-							
g. Emergency Equipment	-	-	-							
h. Flight Instruments	1	-	-							
i. Autopilot/Alt-Preselect	1	-	-							
j. Nav and Avionics	3	2	2							
k. Flight Controls	1	-	-							
6. Emergency Procedures										
a. Rapid Decompression	-	-	-							
b. Emergency Descent	-	-	-							
c. Emergency Evacuation	-	-	-							
d. In-Flight Fire	-	-	-							
e. Engine Failure	-	3/2	-							
f. In-Flight Engine Restart	-	-	-							
g. Landing Gear Malfunction	-	-	-							
h. Electrical/Avionics Failure	-	-	-							
7. Landings										
a. Normal Landing	-	-	-							
b. From Precision Approach	-	-	-							
c. From Non-Precision Approach	-	-	-							
d. Crosswind Landing	-	-	-							
e. Rejected Landing	-	-	-							
f. From Circling Approach	-	-	-							
g. Single Engine Landing	-	-	-							
h. No-Flap Landing	-	-	-							
8. Postflight Procedures										
a. After-Landing Procedures	-	-	-							
b. Ground Operations	-	-	-							
c. Aircraft Shut-Down	-	-	-							
9. Additional Required										
a. _____										
b. _____										
c. _____										

This is to certify that the above-named pilot has received the training as described on this form in accordance with the Guardian Flight, Inc. Air Carrier Certificate training program. This training included, but is not necessarily limited to, the specified areas indicated on this form. The pilot signature is optional.

Instructor Signature: _____

Date: 2/2/2022

Pilot Signature: _____

Date: _____

NOTES FOR INSTRUCTOR:

1. For each lesson, enter the lesson number from the course syllabus that corresponds to the content of the training session. For FLOW VALIDATION and LOFT lessons, you may enter an "F" or an "L" in the lesson number as appropriate.
2. TASKS shall be rated on a scale of 1 to 4, with 1 being proficient, 2 for normal progress, 3 requires additional training, and 4 is unsatisfactory.
3. If a TASK score is 3 or 4, the lesson outcome is not satisfactory and the next sim session should be a repeat of the failed TASKS on that lesson (i.e. Training Session 3 covered Syllabus lesson 2, TASK SE Precision Approach was rated 3. Session 4 should also be marked as lesson 2).
4. All attempted TASKS in the course MUST finish with a score of 1 before the applicant can move to flight training.
5. It is acceptable to perform multiple syllabus lessons during one scheduled time block. If the instructor chooses to do this, each lesson will be marked out as a separate ATD session, keeping track of how much block time was spent on each syllabus lesson. Do this when finishing up TASKS from a previous day that were rated 3 or 4 before moving onto the next lesson content as time and proficiency allows.
6. Any time a TASK is rated 3 or 4, enter the ATD Session number, Syllabus lesson number, the TASK, and a brief description of the reason the TASK was unsatisfactory.
7. If a TASK is not attempted at any time during the simulator training course, enter the reason in the remarks field.

REMARKS

UNFAMILIAR WITH COMPANY CHECKLIST.
COULD NOT PERFORM ANY COCKPIT PREFLIGHT CHECKS.
~~DATA~~ DID REVIEW PROCEDURES WITH HIM.
POOR KNOWLEDGE OF AIRCRAFT SYSTEMS.
UNABLE TO SUCCESSFULLY COMPLETE A NON-PRECISION APPROACH DUE TO:
UNUSUAL PROCEDURE TURN
POOR KNOWLEDGE OF IAS FUNCTION ON AUTO PILOT.
(INABILITY TO DESCEND IN A TIMELY MANNER TO MDA.
COULD NOT MAINTAIN ALTITUDE IN CIRCLE TO LAND MANEUVER.
EMERGENCY CHECKLIST KNOWLEDGE WEAK
USE OF VOR/RMI FOR NAVIGATION/ORIENTATION IS POOR