

BASE NAME : R07 MO: Warrenton
Last Name : Rector

Certificate No. :
Ratings :
First Name : Ronald

Certificate Type : COM

 Rotorcraft - Helicopter; Instrument -
 Helicopter

Middle Name : Scott

Duties : Pilot-in-Command

Nonspecific Requirements:

Req	Due	Last	First	Expired
MED	12/31/15	12/19/14		☐
Line	11/30/15	12/17/14		☐
GEN	3/31/15	11/14/14	10/29/13	☐
LFAE	11/30/15	11/17/14		☐
PICDEM Fire	11/30/15	11/26/14		☐
HANDSON Fire	11/30/16	12/17/14		☐
PICDEM EM IABS	11/30/15	12/17/14		☐
A/C CTS	3/31/15	3/22/14		☐

Aircraft Specific Requirements:

Acft	Req	Due	Last	First	Expired	BaseMo
EC130	GND	12/31/15	12/17/14	10/31/13	☐	12
	FLT	11/30/15	12/17/14	11/14/13	☐	
	Ann	11/30/15	12/17/14		☐	11
	PICDEM Emer Evac	11/30/15			☐	
	HANDSON Emer Evac	11/30/16	12/17/14		☐	
	PMSP	12/31/15	12/9/14		☐	
EC130NVG	GND	10/31/15	9/29/14	11/12/13	☐	10
	FLT	11/30/15	12/17/14	11/14/13	☐	
	Ann	11/30/15	12/17/14		☐	11



Base Assignment: Warrington, MO

TF130 R-7



CURRENT MEDICAL CERTIFICATE

14 CFR 135.63 (a) (4) (v)

NAME: **Rector, Ronald Scott**

DATE: 1-07-13

CLASS: Second

DATE: 12-19-13

CLASS: Second

DATE: 12-19-14

CLASS: Second

DATE: _____

CLASS: _____

DATE: _____

CLASS: _____

DATE: _____

CLASS: _____

DATE: _____

CLASS: _____

DATE: _____

CLASS: _____

DATE: _____

CLASS: _____

UNITED STATES OF AMERICA
Department of Transportation
Federal Aviation Administration

MEDICAL CERTIFICATE SECOND CLASS

This certificate has (Full name and address):

RONALD SCOTT RECTOR

[Redacted]

Date of Birth

Height

Weight

Hair

Eyes

Sex

63

167

BROWN

BLUE

M

has met the medical standards prescribed in part 67, Federal Aviation Regulations, for this class of Medical Certificate.

Must wear corrective lenses.

Limitations

Date of Examination

12/19/2014

Examiner's Designation No.

Examined Name

EARL D MILLER, DO

Applicant ID: 2001348973

FAA Form 8600-6 (July 2009) (Rev. 10-2012)

CONDITIONS OF ISSUE

The holder of this certificate must:

- Have it in his or her personal possession at all times while exercising privileges of an airman certificate. (14CFR § 61.3)
- Understand that the issuance of a medical certificate by an Aviation Medical Examiner may be reversed by the FAA within 60 days. (14CFR § 67.407)
- Comply with validity standards specified for first-, second-, and third-class medical certificates. (14CFR § 61.23)
- Comply with any statement of functional, operational, and/or time limitation issued as a condition of certification. (14CFR § 67.401)
- (Note: A letter of authorization for SODA describing any such limitations must be kept with this certificate at all times while exercising the privileges of an airman certificate.)
- Comply with the standards relating to prohibitions on operation during medical deficiency. (14CFR §§ 61.53, 63.19, and 65.49)

For International Operations Only: Some holders may be affected by certain international medical standards. Consult the U.S. Aeronautical Information Publication for U.S. differences with ICAO Annex 1 medical standards.

I UNITED STATES OF AMERICA XI
DEPARTMENT OF TRANSPORTATION • FEDERAL AVIATION ADMINISTRATION

IV NAME
RONALD SCOTT RECTOR
V ADDRESS [REDACTED]
[REDACTED]

VI NATIONALITY USA SEX HEIGHT WEIGHT HAIR EYES
IVa D.O.B. [REDACTED] M 65 165 BROWN BLUE
IX HAS BEEN FOUND TO BE PROPERLY QUALIFIED TO EXERCISE THE PRIVILEGES OF

II COMMERCIAL PILOT
III CERTIFICATE NUMBER [REDACTED]
X DATE OF ISSUE 9 JAN 2013

XIV [REDACTED]
[REDACTED]



RONALD SCOTT RECTOR

XII RATINGS

COMMERCIAL PILOT

ROTORCRAFT-HELICOPTER; INSTRUMENT HELICOPTER

XIII LIMITATIONS

ENGLISH PROFICIENT.

VII SIGNATURE
OF HOLDER

80598 09/12

COMPETENCY TEST AND CHECKS

HISTORICAL RECORD-DO NOT REMOVE!

14CFR 135.63 (a)(4)(vi)

Insert Form 8410-3 (Following)

Name: **Rector, Ronald Scott**

[illegible]

* In = Initial New Hire; Re = Recurrent; Tr = Transition; Up = Up Grade; Rq = Requalification

DEN-FSDO / FAA Approved/Accepted _____

Date: _____

AMC Helicopter 8410-3

14 CFR 135 Airman Competency/Proficiency Check				LOCATION (City, State or Airport ID)		Date of Check	
Name of Airman (exactly as it appears on the airman certificate)				St Louis MO (KCPS)		Observed evaluation 135.339 ☐	
Ronald Scott Rector				TYPE OF CHECK		Initial ☐ Recurrent ☒	
Pilot Certification Information				CFR 135.293 ☒ CFR 135.297 ☐ CFR 135.299 ☒ HNVGO ☒			
Grade		Commercial Pilot		Medical Information		Class	
Number				Date of Exam		Second	
Employed by		QMLA253U		19 Dec 2013		Date of Birth	
Based at (City, State)		Warrenton MO		Type of Aircraft (Make/Model)		22 May 1962	
Air Methods Corporation		Warrenton MO		EC130			
Name of Check Airman		Signature of Check Airman		Flight Time		Aircraft N Number	
William R. Bowen				1+13		358AM	
Flight Maneuver Grades (S-Satisfactory, U-Unsatisfactory, U/S-Retrained, N/A-Not Applicable)							
Aircraft Examination				Non-normal and Emergency Procedures			
Part 135.293/135.297 Oral ☒ Written ☐				Aircraft FS AATD			
Ground Operations				Aircraft FS AATD			
Preflight Inspection				S N/A N/A			
Start Procedures				S N/A N/A			
Taxiing and Ground Hower				S N/A N/A			
Procedural Checks				S N/A N/A			
Takeoffs and Departures				S N/A N/A			
Normal				S N/A N/A			
Instrument				N/A N/A N/A			
With Powerplant Failure (ME only)				N/A N/A N/A			
Rapid Deceleration (Quick Stop)				S N/A N/A			
Area Departure				N/A N/A N/A			
				N/A N/A N/A			
				N/A N/A N/A			
Inflight Maneuvers				S N/A N/A			
Steep Turns				S N/A N/A			
Settling with Power				S N/A N/A			
Unusual Attitude Recovery				S N/A N/A			
Instrument Procedures				General			
Area Arrival				N/A N/A N/A			
Holding				N/A N/A N/A			
Normal ILS Approach				N/A N/A N/A			
Engine-Out ILS (ME only)				N/A N/A N/A			
Coupled Approach				N/A N/A N/A			
Nonprecision Approach (Type)				N/A N/A N/A			
Second Nonprecision Approach (Type)				N/A N/A N/A			
Missed Approach from an ILS				N/A N/A N/A			
Second Missed approach				N/A N/A N/A			
Circling Approach (Type)				N/A N/A N/A			
Landings and Approaches to Landings				General			
Normal				S N/A N/A			
Landing from an ILS				N/A N/A N/A			
Landing with Engine Out (ME only)				N/A N/A N/A			
Circling Approach				N/A N/A N/A			
Remarks				Airman Competency Information			
				Satisfactory Knowledge 135.293(a)			
				Month/Year			
				Make-Model / Expires			
				EC130 (12 Months) November 2015			
				Satisfactory Competency 135.293(b)			
				Month/Year			
				Make-Model / Expires			
				EC130 (12 Months) November 2015			
				Satisfactory Line Checks 135.299			
				Month/Year			
				Make-Model / Expires			
				N/A (12 Months) N/A			
				Satisfactory IPR Proficiency 135.297			
				Month/Year			
				Make-Model / Expires			
				EC130 (6 Months) November 2015			
				Satisfactory HNVGO			
				Month/Year			
				Make-Model / Expires			
				EC130 (12 Months) November 2015			
				Use of Autopilot ☐ authorized ☐ not authorized			
				Month/Year			
				Make-Model / Expires			
				N/A (12 Months) N/A			
				Miscellaneous			
				Aircraft Oral Satisfactory ☒			
				(List Aircraft Make/Model/Series Below)			
				EC130 N/A N/A N/A			
Results of Check ☒ Approved ☐ Disapproved				FAA Inspector's Signature			
Check Airman's Performance (FAA Only) ☐ Satisfactory ☐ Unsatisfactory				FAA Inspector's Signature			
Region				District Office			
Send completed form to 135 forms appropriate box. Type "8410" on the subject line.				FAA Inspector's Signature			
DEN-FSDO / FAA Approved/Accepted				Date:			

Training Records

Air Methods

Name: Rector, Ronald Scott

3/24/2014

Subject: EC-130B4

Lesson	Taken Date
Aircraft General	3/22/2014
Limitations 1	3/22/2014
Limitations 2	3/22/2014
Normal Procedures	3/22/2014
Emergency Procedures 1	3/22/2014
Emergency Procedures 2	3/22/2014
System Highlights 1	3/22/2014
System Highlights 2	3/22/2014
Performance	3/22/2014
Weight and Balance	3/22/2014

Exam	Percentage	Status	Taken Date
EC-130B4 Exam	100%	Pass	3/22/2014

EC1370

Name: Rector, Ronald Scott

10/23/2014

Subject: Night Vision Goggles

Lesson	Taken Date
NVG Human Factors	9/29/2014
NVG Environment and Considerations	9/29/2014
NVG Equipment and Operation	9/29/2014

Exam	Percentage	Status	Taken Date
Night Vision Goggles Exam	100%	Pass	9/29/2014

Helicopter Training

Name: Ronald Scott Rector								Date: 04/05/2014
Training Category:		Currency Training						Aircraft Type EC130 and N# 329AM
Training Environment:	D	N	A	H/AI	FS	AATD	TT	D=Day N=Night A=Aided H/AI=Hood/Act Inet TT=Total Time FS=Flight Simulator AATD=Advance Aviation Training Device
Flight Time:	1+08			0+20			1+08	Grade only the maneuvers trained. Log all training times in hours and minutes.
Cumulative Time:	1+08			0+20			1+08	

	A/C	FS	AATD		A/C	FS	AATD
Ground Operations				Landings and Approaches to Landings			
Preflight Inspection	B			Normal	B		
Start Procedures	B			Steep	B		
Taxiing and Ground Operations	B			Rejected Landing	B		
Pre-takeoff Checks	B			Landing from an ILS			
Taxi/In and Departures				Landing with Engine-Out (ME only)			
Normal	B			AFCS/FD Familiarization			
Instrument				NAV/HSI Procedures	B		
With Power-plant Failure (ME only)				Radar/ Storm-scope Use			
Rejected ☐ Continued ☐							
Rapid Deceleration (Quick Stop)	B			Transition Unaided to Aided Flight (NVG)			
Area Departure				Non-Normal & Emergency Procedures			
In-Flight Maneuvers				System Malfunctions	B		
Steep Turns	B			Recovery from IMC	B		
Settling with Power				Maneuver by Partial Panel			
Unusual Attitude Recovery	B			Instrument Approach	B		
Instrument Procedures				Power Failure and Autorotation to a Power Recovery (SE only)	B		
Area Arrival				Hovering Autorotation (SE only)	B		
Holding				Simulated NVG Failure & Recovery			
Normal ILS Approach				Tail Rotor Failure (Oral only)			
Engine-Out ILS Approach (ME only)				Dynamic Rollover (Oral only)			
Coupled Approach				Low Rotor RPM (Oral only)			
PAR Approach				Anti-Torque System (Oral only)			
Non-Precision Approaches with MDA				Confined Area / Pinnacle	B		
VOR				Slope Operations			
VOR/DME				Ground Hazard Recognition			
NDB				Brownout / Whiteout / Flat Light Ops			
NDB/DME				Use of External Lighting			
LOC				Engine Fire (Oral)			
LOC BC				Governor Failure / FADEC			
LOC/DME				Hydraulic Failure			
SDF				Landing Gear Failure			
ASR				Instrument Failure			
LDA				Generator Failure			
LD/DME				Inverter Failure			
GPS				AFCS Failure			
GPS / WAAS / VNAV				Communications Failure			
GPS RNAV Non P1 97				General			
Use of Auto-Pilot				Judgment	B		
Missed Approach from ILS				Crew Coordination	B		
Second Missed Approach				Situational Awareness	B		
Circling Approach				Use of Checklist	B		
Circle to Land Approach Maneuver							

INITIAL GRADING: A = Exceeds FAA PTS B = Meets FAA PTS C = Requires Additional Training

Recommend an FAR 135 Competency Check FAR 135.283 (a) and (b) and Line Check FAR 135.299

Recommend an FAR 135 IFR Proficiency Check FAR 135.297

Recommend an NVG Proficiency Check

Demonstrated Satisfactory Instrument Proficiency FAR 61.57 (d)

Comments (Comments are required):

DURING CURRENCY TRAINING THIS DATE ONE GPS APPROACH PERFORMED

Instructor / Check Airman Signature

Instructor / Check Airman Name:

William R. Bowen

CFII 10/15

Pilot Signature:

Ronald Scott Rector

comm

Observed by:

TITLE:

TRAINING CAPTAIN / INSTRUCTOR OBSERVED RIDE IAW PART 135.340

☐ - TRAINED and AUTHORIZED ROC Tasks ☐

*Send completed forms attached to email: Type "Training forms" on the subject line and send to

DEN-FSDO / FAA Approved/Accepted

Date:

Helicopter Flight Training

Section One: General Information

Name:	Ronald Scott Rector								Date:	17-Dec-14	
Training Category:	Recurrent								Aircraft Type	EC130 N 358AM	
Training Environment:	D	N	A	H/AI	FS	AATD	TT				
Flight Time Brought Forward:		0+00	0+00	0+00				D=Day N-Night A=Aided H/AI=Hood/Actual Inst TT=Total time			
Flight Time This Period:		2+02	1+30	0+23				AATD=Advanced Aviation Training Device			
Cumulative Flight Time:		0+00	2+02	1+30	0+23	0+00	0+00	2+02	Grade only the maneuvers trained. Log all training times in hours & minutes.		

Section Two: Training

	A/C	FS	AATD		A/C	FS	AATD
Ground Operations				Landings			
Preflight Inspection	B			Normal	B		
Start Procedures	B			Steep	B		
Taxiing	B			Rejected			
Before Takeoff Checks	B			Landing from an ILS			
Takeoffs and Departures				Landing with Engine Out (ME only)			
Normal	B			Non-Normal and Emergency Procedures System Malfunction			
Instrument				System Malfunctions	B		
With Powerplant Failure - Rejected (ME only)				Recovery from IIMC	B		
With Powerplant Failure - Continued (ME only)				Maneuver by Partial Panel			
Rejected Takeoff (ME only)				Instrument Approach	B		
Rapid Deceleration (Quick Stop)				Power Failure and Autorotation to a Power	B		
Area Departure				Recovery (SE Only)			
Inflight Maneuvers				Hovering Autorotation (SE Only)	B		
Steep Turns				NVG Failure and Recovery	B		
Settling with Power	B			Tail Rotor Failure (Oral Only)			
Unusual Attitude Recovery				Anti-Torque System Failure (Oral Only)			
Instrument Procedures				Dynamic Rollover (Oral Only)			
Area Arrival				Low Rotor RPM (Oral Only)			
Holding				Confined Area / Pinnacle	B		
Normal ILS Approach				Slope Operations			
Engine-Out ILS (ME only)				Ground Hazard Recognition	B		
Coupled Approach				Brownout/Whiteout/Flat Light Operations			
PAR Approach				Use of External Light	B		
APV Approaches with DA				Engine Fire (Oral Only)			
RNAV(GPS) Non-Part 97 Approaches				Governor/FADEC Failure			
Nonprecision Approaches with MDA				Hydraulic Failure			
GPS				Landing Gear Failure			
LDA				Instrument Failure			
LDA/DME				Generator Failure			
LOC				Inverter Failure			
LOC/DME				AFCs Failure			
LOC BC				Communication Failure			
ASR							
NDB				General			
NDB/DME				Judgment	B		
RNAV (GPS)				Crew Coordination	B		
SDF				Situational Awareness	B		
VOR				Use of Checklist	B		
VOR/DME				Radar/Stormscope Use			
Missed Approach from ILS				AFCs/FD Familiarization			
Second Missed Approach				Nav/HSI Procedures	B		
Use of Autopilot				Transition to NVG Unaided to Aided Flight	B		
Circling Approach							
Circle to Land Approach Maneuver							

Section Three: Grading

Recommended for Competency Check, 14 CFR 135.293 (a) and (b) and Line Check 14 CFR 135.299
Recommended for IFR Proficiency Check 14 CFR 135.297
Recommended for NVG Proficiency Check
Demonstrated Satisfactory Instrument Proficiency, 14 CFR 61.57(d)

Comments (Comments are required):

Mr. Rector completed his annual recurrent flight training this date with accomplishment of maneuvers listed and two GPS instrument approaches.

Section Four: Signatures

Instructor/Check Airman Signature:	[Signature]	Pilot Signature:	[Signature]
Instructor/Check Airman Name:	William R. Bowen		
Observed by:		Title:	
Training Captain / Instructor Observed Ride IAW 135.340	☐	Trained and authorized to complete ROC checks.	☐

DEN-FSDO / FAA Approved/Accepted

Date:

Helicopter Ground Training Record

Section One: General Information

Name:	Ronald Scott Rector		
Aircraft Type:	EC130		
Type of Training:	Recurrent		
Ground Training Base Month:	Reset to	December	

Section Two: Training Modules

Date	Module	Instructor
General Operational Subjects Modules		
17-Dec-14	1 . Rotorcraft Flight Manual	William R. Bowen
17-Dec-14	2 . Aircraft General	William R. Bowen
17-Dec-14	3 . Crew Compartment	William R. Bowen
17-Dec-14	4 . Operating Limits	William R. Bowen
17-Dec-14	5 . Performance Data	William R. Bowen
17-Dec-14	6 . Weight & Balance	William R. Bowen
Aircraft Systems Modules		
17-Dec-14	1 . Airframe	William R. Bowen
17-Dec-14	2 . Powerplant	William R. Bowen
17-Dec-14	3 . Fuel	William R. Bowen
17-Dec-14	4 . Transmission and Drive Train	William R. Bowen
17-Dec-14	5 . Tail Rotor Drive System (if applicable)	William R. Bowen
17-Dec-14	6 . Main Rotor and Rotation Controls	William R. Bowen
17-Dec-14	7 . Flight Controls and Anti-torque System	William R. Bowen
17-Dec-14	8 . Hydraulic System	William R. Bowen
17-Dec-14	9 . Electrical System	William R. Bowen
17-Dec-14	10 . Ground Handling and Utility Systems	William R. Bowen
17-Dec-14	11 . Servicing	William R. Bowen
17-Dec-14	12 . Navigation Systems	William R. Bowen
N/A	13 . Auto-flight Systems	N/A
Aircraft Systems Integration Modules		
17-Dec-14	1 . Use of Checklist	William R. Bowen
17-Dec-14	2 . Emergency Procedures	William R. Bowen
17-Dec-14	3 . Normal Procedures	William R. Bowen
17-Dec-14	4 . Supplements (as appropriate)	William R. Bowen
Other		
17-Dec-14	1 . Annual Review of Certificate Holder Accidents/Incidents Recurrent Training Only - 14 CFR 135.331 & 135.351	William R. Bowen

Attach completed form to email. Type "Training forms" on the subject line and send to [REDACTED]

Section Three: Signatures

I certify that the above named pilot has completed the indicated training	Signature:	[REDACTED]
	Printed Name:	William R. Bowen
I have received the indicated training	Signature:	[REDACTED]
	Printed Name:	Ronald Scott Rector

DEN FSDO / FAA Approved/Accepted:

Date:

Air Methods Emergency Drill Training

Section One: General Information

Name:	Ronald Scott Rector		
email:	@	Base:	Warrenton MO
Aircraft Make and Model for Evacuation Drill:			
EC130			

Section Two: Training Information

Select Type of Training:		Recurrent 24-Mo Hands-On	
		Date	Instructor
Ditching and evacuation situations (if applicable)	☐		
Emergency evacuation and operation of emergency exits in normal and emergency mode (use of slide if applicable)	☒	17-Dec-2014	William R. Bowen
Hand-held fire extinguisher/Fire in flight/ Smoke control	☒	17-Dec-2014	William R. Bowen
Rapid depressurization (if applicable)	☐		
Use of crew and passenger emergency oxygen system	☐		
Removal of life rafts from aircraft, inflating and boarding	☐		
Donning and inflation of life vests and use of other flotation devices	☐		
Illness, injury or other abnormal situations involving passengers or crewmembers	☒	17-Dec-2014	William R. Bowen

Section Three: Signatures

Certifying Instructor Signature:			
Printed Name and Title:	William R. Bowen	Check Airman/Training Captain	
Certifying Manager Signature:			
Printed Name:			

NOTES:

- 1 Select appropriate type of training from drop-down box.
- 2 Check boxes that apply; enter date of training and instructor's name.
- 3 Complete form and email with subject line "Training Form" to appropriate pilot records mailbox (135forms (#)@airmethods.com); scan and save as "pilotname.emergencydrills.mm/yy.pdf"
- 4 Training shall be conducted by an authorized trainer; authorized trainers are Check Airmen/Training Captains and Air Transportation Ground Instructors or AMC management personnel, and base lead pilots. Upon completion of training, the trainer will evaluate the knowledge and competency of crewmembers that have completed the ground training curriculum and certify satisfactory completion of training.
- 5 The emergency drill (actual hands-on) training must be conducted every 24 months; pictorial/classroom emergency situation training must be done every 12 months IAW CFR 135.341c and 8900.1 Vol. 3, Chap. 19, Sec. 4. Once designated, trainers will train themselves by completing the above requirements, then fill in the appropriate blocks and forward to a training manager for signature.
- 6 Air Transportation Ground Instructors (Ref. (8900.1 Vol. 3, Chap. 20, Sec. 1) shall be qualified pilots; ground instructor designation shall be tracked on AMC 5280 (formerly TF135) and placed in the flight record administrative section.

DEN FSDO / FAA Approved/Accepted: _____

Date: _____

Air Methods Emergency Drill Training

Section One: General Information

Name:	Ronald Scott Rector		
email:	ronald.rector	@	airmethods.com
		Base:	Warrenton, MO (WRNMO)
Aircraft Make and Model for Evacuation Drill:			
EC130			

Section Two: Training Information

Select Type of Training:		Recurrent 12-Mo Pictorial	
		Date	Instructor
Ditching and evacuation situations (if applicable)	[]		
Emergency evacuation and operation of emergency exits in normal and emergency mode (use of slide if applicable)	[]		
Hand-held fire extinguisher/Fire in flight/ Smoke control	[x]	26-Nov-2014	Bryan Smith
Rapid depressurization (if applicable)	[]		
Use of crew and passenger emergency oxygen system	[]		
Removal of life rafts from aircraft, inflating and boarding	[]		
Donning and inflation of life vests and use of other flotation devices	[]		
Illness, injury or other abnormal situations involving passengers or crewmembers	[x]	26-Nov-2014	Bryan Smith

Section Three: Signatures

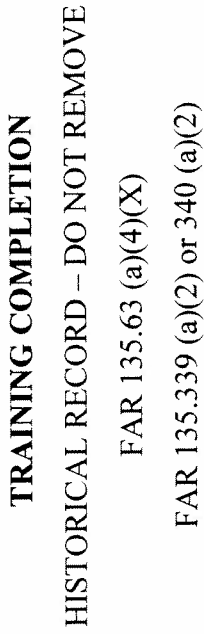
Certifying Instructor Signature:	
Printed Name and Title:	
Certifying Manager Signature:	
Printed Name:	Bryan Smith

NOTES:

1. Select appropriate type of training from drop down box.
2. Check boxes that apply; enter date of training and instructor's name.
3. Complete form and email with subject line "Training Form" to appropriate pilot records mailbox (135forms (#)@airmethods.com); scan and save as "pilotname.emergencydrills.mmm/yy.pdf"
4. Training shall be conducted by an authorized trainer; authorized trainers are Check Airmen/Training Captains and Air Transportation Ground Instructors or AMI management personnel, and base lead pilots. Upon completion of training, the trainer will evaluate the knowledge and competency of crewmembers that have completed the ground training curriculum and certify satisfactory completion of training.
5. The emergency drill (actual hands on) training must be conducted every 24 months; pictorial/classroom emergency situation training must be done every 12 months IAW CFR 135.341c and 8900.1 Vol. 3, Chap. 19, Sec. 4. Once designated, trainers will train themselves by completing the above requirements, then fill in the appropriate blocks and forward to a training manager for signature.
6. Air Transportation Ground Instructors (Ref. 8900.1 Vol. 3, Chap. 20, Sec. 1) shall be qualified pilots; ground instructor designation shall be tracked on AMC 5280 (formerly TF135) and placed in the flight record administrative section.

DE/N FSDO / FAA Approved/Accepted:

Date:

[illegible]

7/24/2008

04
Name: Rector, Ronald Scott

12/10/2014

Subject: Air Methods Operations Manual Revision 7

Lesson	Taken Date
Introduction	11/14/2014
General Information	11/14/2014
Flight Operations 2.1-2.12	11/14/2014
Flight Operations 2.13-2.31	11/14/2014
Flight Operations 2.32-2.47	11/14/2014
Flight Operations 2.48-2.61	11/14/2014
Flight Operations - Helicopter Specific	11/14/2014
Medical Crewmember Guidance	11/14/2014
Communications Specialist Guidance	11/14/2014
Other Procedures, Policies, and Instructions	11/14/2014
Operations Specifications A, B, and D - Helicopter 7-Mar-12	11/14/2014
Maintenance Operations	11/14/2014
Operations Specifications H - Helicopter 7-Mar-12	11/14/2014

Exam	Percentage	Status	Taken Date
Air Methods Ops Manual Exam Rev 6	96%	Pass	11/14/2014

Subject: Anti-ice and Deice

Lesson	Taken Date
Anti-ice and Deice	11/1/2014

Exam	Percentage	Status	Taken Date
Anti-ice and Deice Exam	100%	Pass	11/1/2014

Subject: Brownout, Whiteout, and Flat Light Conditions

Lesson	Taken Date
General	11/14/2014
Takeoff and Departure	11/14/2014
Enroute	11/14/2014
Approach and Landing	11/14/2014

Exam	Percentage	Status	Taken Date
Brownout, Whiteout, and Flat Light Conditions Exam	96%	Pass	11/14/2014

Subject: JEPPESEN Instrument Charts

Lesson	Taken Date
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Name: Rector, Ronald Scott

12/10/2014

Departures and Arrivals 1	11/1/2014
Departures and Arrivals 2	11/1/2014
Enroute Charts 1	11/1/2014
Enroute Charts 2	11/1/2014
Approach Charts 1	11/14/2014
Approach Charts 2	11/14/2014
Approach Charts 3	11/14/2014

Subject: JEPPESEN Instrument Charts

Exam	Percentage	Status	Taken Date
JEPPESEN Exam	100%	Pass	11/14/2014

Subject: Land and Hold Short

Lesson	Taken Date
Land and Hold Short 1	11/1/2014
Land and Hold Short 2	11/1/2014
Land and Hold Short 3	11/1/2014

Exam	Percentage	Status	Taken Date
Land and Hold Short Exam	100%	Pass	11/1/2014

Subject: NACO Charts

Lesson	Taken Date
Departures and Arrivals 1	11/1/2014
Departures and Arrivals 2	11/1/2014
Enroute Charts 1	11/1/2014
Enroute Charts 2	11/1/2014
Approach Charts 1	11/1/2014
Approach Charts 2	11/1/2014
Approach Charts 3	11/1/2014

Exam	Percentage	Status	Taken Date
NACO Exam	90%	Pass	11/1/2014

Subject: Slips Trips and Falls

Lesson	Taken Date
Slips Trips and Falls 1	11/14/2014
Slips Trips and Falls 2	11/14/2014

Exam	Percentage	Status	Taken Date
Slips Trips and Falls Exam	100%	Pass	11/14/2014

Name: Rector, Ronald Scott

12/10/2014

Subject: Survival

Lesson	Taken Date
General	10/15/2014
Food	10/15/2014
Water	10/15/2014
Making Fires	11/1/2014
Signaling	11/1/2014
Desert Survival	11/1/2014
Arctic Survival	11/1/2014
Survival at Sea	11/1/2014
Navigation	11/1/2014

Exam	Percentage	Status	Taken Date
Survival Exam	90%	Pass	11/1/2014

Q3

Name: Rector, Ronald Scott

10/31/2014

Subject: Helicopter CFIT

Lesson	Taken Date
Helicopter CFIT 1	9/29/2014
Helicopter CFIT 2	9/29/2014

Exam	Percentage	Status	Taken Date
Helicopter CFIT Exam	100%	Pass	9/29/2014

Subject: Physiology and First Aid - Helicopter

Lesson	Taken Date
First Aid - 1	9/27/2014
First Aid - 2	9/27/2014
Hyperventilation	9/27/2014
Spatial Disorientation - 1	9/27/2014
Spatial Disorientation - 2	9/27/2014
Spatial Disorientation - 3	9/27/2014
Trapped Gases	9/27/2014

Exam	Percentage	Status	Taken Date
Physiology and First Aid - Helicopter Exam	83%	Pass	9/29/2014

Subject: Pilots Glossary - VFR

Lesson	Taken Date
VFR	9/25/2014
VFR and IFR Part 1	9/25/2014
VFR and IFR Part 2	9/25/2014
VFR and IFR Part 3	9/25/2014
VFR and IFR Part 4	9/27/2014

Exam	Percentage	Status	Taken Date
Pilots Glossary - VFR Exam	85%	Pass	9/29/2014

Subject: Runway Incursion

Lesson	Taken Date
Runway Incursion	9/29/2014

Exam	Percentage	Status	Taken Date
Runway Incursion Exam	100%	Pass	9/29/2014

02

6/10/2014

Name: Rector, Ronald Scott

Subject: Airspace

Lesson	Taken Date
Airspace 1	5/14/2014
Airspace 2	5/14/2014
Airspace 3	5/14/2014

Exam	Percentage	Status	Taken Date
Airspace Exam	95%	Pass	5/14/2014

Subject: Aviation Weather

Lesson	Taken Date
Temperature and Pressure	5/14/2014
Moisture in the Atmosphere	5/14/2014
Clouds	5/14/2014
Fronts	5/14/2014
Icing	5/14/2014
Thunderstorms	5/14/2014
Fog	5/14/2014

Exam	Percentage	Status	Taken Date
Aviation Weather Exam	95%	Pass	5/14/2014

Subject: FAR Part 135 - Heli VFR

Lesson	Taken Date
FAR 135.21-135.167	5/14/2014
FAR 135.171-135.273	5/14/2014
FAR 135.293-135.343	5/14/2014

Exam	Percentage	Status	Taken Date
FAR Part 135 Heli VFR Exam	100%	Pass	5/14/2014

Subject: FAR Parts 1, 61, 67, 91 and NTSB 830 - Heli VFR

Lesson	Taken Date
FAR 1, 61, 67	5/14/2014
FAR 91.1 - 91.113	5/14/2014
FAR 91.115 - 91.157	5/14/2014
FAR 91.159 - 91.413	5/14/2014
NTSB 830	5/14/2014

Exam	Percentage	Status	Taken Date
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Name: Rector, Ronald Scott

6/10/2014

FAR Part 1, 61, 91 Heli VFR Exam

100%

Pass

5/14/2014

Subject: Flammable and Combustible Liquids

Lesson	Taken Date
Flammable and Combustible Liquids 1	5/14/2014
Flammable and Combustible Liquids 2	5/14/2014

Exam	Percentage	Status	Taken Date
Flammable and Combustible Liquids Exam	100%	Pass	5/14/2014

Subject: Hazmat - Will Not Carry

Lesson	Taken Date
Emergency Procedures	5/14/2014
General Philosophy	5/14/2014
General Philosophy 2	5/14/2014
Limitations	5/14/2014
Provisions for Passengers and Crew	5/14/2014
Recognition of Undeclared Hazardous Materials	5/14/2014

Exam	Percentage	Status	Taken Date
Hazmat Will Not Carry	95%	Pass	5/14/2014

Subject: METAR

Lesson	Taken Date
METAR Lesson 1	5/14/2014
METAR Lesson 2	5/14/2014
METAR Lesson 3	5/14/2014

Exam	Percentage	Status	Taken Date
Metar Exam	93%	Pass	5/14/2014

Q1

Training Records

Air Methods

Name: Rector, Ronald Scott

3/24/2014

Subject: Aeronautical Decision Making

Lesson	Taken Date
Introduction	3/22/2014
Self-Assessment	3/22/2014
Stress and Flying	3/22/2014
Risk Management	3/22/2014
Identifying the Enemy	3/22/2014

Exam	Percentage	Status	Taken Date
Aeronautical Decision Making Exam	80%	Pass	3/22/2014

Subject: Aeronautical Information Manual - VFR

Lesson	Taken Date
Navigational Aids - VFR	2/19/2014
Airport Lighting	2/19/2014
Airspace	2/19/2014
Services for Pilots	2/19/2014
Radio Communications	2/19/2014
Airport Operations	2/19/2014
Clearances - VFR	2/19/2014
Preflight - VFR	2/19/2014
Enroute	2/19/2014
Distress and Urgency and Ditching	2/19/2014
Safety of Flight 1	2/19/2014
Safety of Flight 2	2/19/2014
Safety of Flight 3	2/19/2014
Medical Facts	2/19/2014
Miscellaneous Info - Heli Pilots	2/19/2014
HEMS Operations	2/19/2014

Exam	Percentage	Status	Taken Date
Aeronautical Information Manual - VFR Exam	85%	Pass	3/22/2014

Subject: Crew Resource Management - Air Methods

Lesson	Taken Date
--------	------------

Name: Rector, Ronald Scott

3/24/2014

Communication	2/8/2014
Situational Awareness	2/8/2014
Decision Making	2/8/2014
Cockpit Resource Management	2/8/2014

Subject: Crew Resource Management - Air Methods

Exam	Percentage	Status	Taken Date
Crew Resource Management - Air Methods	95%	Pass	3/22/2014

Subject: Helicopter Aerodynamics

Lesson	Taken Date
Aerodynamics 1	2/8/2014
Aerodynamics 2	2/8/2014
Aerodynamics 3	2/8/2014
Hazards of Helicopter Flight 1	2/8/2014
Hazards of Helicopter Flight 2	2/8/2014

Exam	Percentage	Status	Taken Date
Helicopter Specific Exam	90%	Pass	3/22/2014

Subject: Helicopter Windshear

Lesson	Taken Date
Windshear Weather - 1	2/8/2014
Windshear Weather - 2	2/8/2014
Windshear Encounters	2/8/2014

Exam	Percentage	Status	Taken Date
Helicopter Windshear Exam	90%	Pass	3/22/2014

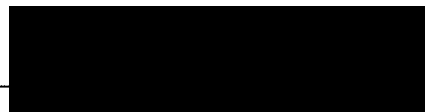
5.1 Training Record

DATE 9 Dec 14 NAME Ron Rector TITLE Pilot
(Printed Name) (Print)

ITEM NUMBER	DESCRIPTION	INSTRUCTORS INITIALS
001-S	Servicing Medical Liquid Oxygen (LOX)	
002-S	Servicing Medical Gaseous Oxygen System	N/A
003-S	Oxygen Servicing Record	
001-AP	Liquid Oxygen (LOX) Bottle, Removing and Installing	
002-AP	Liquid Oxygen (LOX) Bottle – 7 Liter External, Removing and Installing	N/A
003-AP	Auxiliary Medical Seat, Removing and Installing	
004-AP	IABP Mount, Installation and Removal	
005-AP	PLS Platform Deck and Base Assembly, Installing and Removing	
006-AP	AMC 2001 Litter Assembly, Installation and Removal	
007-AP	AD 2013-07-05 Check Center of Windshield	N/A
008-AP	Airworthiness/Preflight Check	
009-AP	Maintenance Log Procedures	
010-AP	Minimum Equipment (MEL) Procedures	
011-AP	Check of the 108-1300-001 EZ Lift Litter	N/A
012-AP	Removal and Installation of the GNS 430 or 530 NavData Card	
001-PM	Replacing Aircraft Stretcher Safety Belts	
002-PM	Replacing Extendable Rotating Search and Landing Light Bulb	
003-PM	Replacing Tail Position Light Bulb	N/A
004-PM	Replacing Side Position Light Bulb	N/A

NOTE: Instructor must print and sign their name.

Instructor Name: Print DAVID REESE

Signature 

Certificate Number & Type  420

5.2 Oxygen QuizNAME Ron Rector DATE Dec 9 2014**Instructions: Read questions thoroughly, choose the most correct answer.**

1. Oxygen itself is:
a. Flammable
☒ b. Nonflammable
2. When combustible materials come in contact with oxygen in concentrations above 23%, they may:
a. turn a different color.
b. become brittle
☒ c. ignite with explosive violence
3. Liquid oxygen liquefies at what temperature;
a. -150F
☒ b. -297F
c. -395F
d. 32F
4. The built in warning which appears when liquid oxygen is spilled or leaking under atmospheric conditions is:
a. a bright blue flame
b. a loud noise
☒ c. a visible fog
5. Prolonged contact between liquid oxygen and the skin can cause severe
a. emotional distress
b. eye strain
☒ c. frostbite
6. What protective clothing should be worn to prevent exposure to liquid oxygen:
a. gloves
b. eye protection
c. clothing made of natural fibers
d. cuff-less trousers
e. high top shoes, or
☒ f. all of the above
7. Before filling the bottle, check the filling cylinder for the proper pressure. The maximum pressure on the cylinder is:
a. 25 psi
b. 50 psi
☒ c. 70 psi
d. 100 psi
8. If the filling hose or connector freezes or fails and LOX continues to flow what action should be taken?
a. Pour water on the hose
b. Hit the hose with a hammer
☒ c. Close the valve on the filling cylinder
d. Run for your life

9. During the filling process, an indication of a bottle being close to full is;
- a. increased vapor output from the vent
 - b. no vapor out put from the vent
 - ☒ c. liquid oxygen output from the vent
 - d. water output from the vent.
10. Which statement is true concerning proper configuration of aircraft prior to servicing oxygen system?
- a. Aircraft ungrounded, electrical power off, oxygen system off.
 - b. Aircraft grounded, electrical power off, oxygen system on.
 - ☒ c. Aircraft grounded, electrical power off, oxygen system off.
 - d. Aircraft ungrounded, electrical power on, oxygen system on.
11. Which of the following items should be accomplished prior to servicing oxygen system (select all correct answers)?
- ☒ a. Inspect oxygen fill port for contamination.
 - b. Lightly lubricate oxygen fill port threads prior to installing fill hose.
 - ☒ c. Purge contaminants from fill hose with short burst of oxygen.
 - ☒ d. Inspect fill hose for condition.
12. What is the correct procedure for connecting fill hose to servicing port (standard threaded connections)?
- a. Wrench tighten fill hose nut to servicing port, ensure nut is securely tightened.
 - ☒ b. Hand tight fill hose nut to servicing port, gently tighten with wrench, do not over tighten.
 - c. Hand tight fill hose nut to servicing port, do not use wrench to tighten.
 - d. Lightly lubricate oxygen fill port threads, gently tighten fill hose nut to servicing port.
13. What is the correct sequence of operations on cascade system when starting to service the aircraft oxygen system (number items with 1, 2, 3, 4 to indicate proper sequence)?
- a. 3 Slowly open valve on selected cascade system service bottle.
 - b. 2 Set regulator on cascade system for 1800 psi delivery pressure.
 - c. 4 Allow pressure to equalize between selected cascade system bottle and aircraft bottle.
 - d. 1 Ensure that all valves on cascade system and manifold valve are closed.
14. Functional check after servicing: What is the correct maximum servicing pressure range indicated on the aircraft bottle indicator?
- a. 1000 psi – 1800 psi.
 - ☒ b. 1500 psi – 1800 psi.
 - c. 1800 psi – 2250 psi.
 - d. 1000 psi – 2000 psi.



Air Methods Local Area Training

Name: Ronald Scott Rector

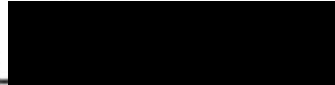
Base: WRNMO Warrenton MO

Initial Training

		Date	Instructor Printed Name
Local Area Exam	☐		

Recurrent Training

		Date	Instructor Printed Name
Local Area Exam	☒	11/17/2014	David E. Fails

Instructor Signature: 

Notes:

Local flying areas are those areas in which the pilot has demonstrated a level of familiarity which allows the use of lower VFR operating minima as described in AMC General Operations Manual Flight Operations – Helicopter Specific VFR Weather Minimums.

Local flying area minima may only be used by pilots who have passed a local flying area written examination on the appropriate local flying area within the previous 12 calendar months. Pilots may be qualified for more than one local flying area.

Any flight outside a local flying area is a cross-country operation. Pilots who have not passed the local flying area written examination on a particular local flying area within the previous 12 calendar months, regardless of operational experience in that area, must use the cross-country VFR minima described in AMC General Operations Manual Flight Operations – Helicopter Specific VFR Weather Minimums, when operating in that area.

The local flying area examination will be administered by the Program Aviation Manager (PAM) / Aviation Service Manager (ASM), or Lead Pilot familiar with the local flying area. The examination will be maintained locally. The manager administering the examination will email the test results, pilot's name, date of successful completion of the examination and the name of the base to the Flight Records Specialist per sub-paragraph 3 below.

Directions:

1. The pilot providing the local area orientation will fly the aircraft from the Pilot's Station and the pilot receiving the orientation will occupy the co-pilot station or suitable alternative (will not manipulate the controls unless Seat Dependant Training is complete. CAMTS Accreditation Standards, paragraph 05.07.04, requires 5 hours local area orientation of which 2 hours must be at night as pilot in command or at the controls prior to performing EMS missions.)
2. Check the boxes that apply.
3. Email completed form: Type "Training forms" on the subject line and send to 135forms@airmethods.com. Save as pilotname.localareaexam.monthdate.pdf.
4. Training shall be conducted by the Program Aviation Manager (PAM) / Area Aviation Manager (AAM), or Lead Pilot, and sign this form to certify that training has been completed.

DEN-FSDO / FAA Approved/Accepted: _____ Date: _____

FAR 135 AIRMAN COMPETENCY/PROFICIENCY CHECK				LOCATION (City, State, or Airport ID)		DATE OF CHECK		11/20/2013					
				St Louis MO (KCPS)		Observed Evaluation 135.339 ☐							
NAME OF AIRMAN (exactly as it appears on the airman certificate)				TYPE OF CHECK		Initial ☒		Recurrent ☐					
Ronald Scott Rector				FAR 135.293 ☒ FAR 135.297 ☐		FAR 135.299 ☒		HNVGO ☒					
Pilot Certification Information:		Grade	Commercial Pilot			MEDICAL INFORMATION		Class SECOND					
		Number											
EMPLOYED BY		QMLA253U	BASED AT (City, State)		TYPE AIRCRAFT (Make/Model)								
Air Methods Corporation		Warrenton MO		EC130									
NAME OF CHECK AIRMAN		SIG OF CHECK AIRMAN		FLIGHT TIME		11/20/2013							
William R. Bowen				1+57		353AM							
FLIGHT MANEUVERS GRADES (S-Satisfactory, U-Unsatisfactory, U/S-Retrained, N/A-Not Applicable)													
HELICOPTER													
AIRCRAFT EXAMINATION			Aircraft	FS	AATD	LANDINGS AND APPROACHES TO LANDINGS (Continued)			Aircraft	FS	AATD		
Part 135.293/135.297 Oral ☒ Written ☐			S	N/A	N/A	Circling Approach			N/A	N/A	N/A		
GROUND OPERATIONS						NONNORMAL AND EMERGENCY PROCEDURES							
Preflight Inspection			S	N/A	N/A	System Malfunctions			S	N/A	N/A		
Start Procedures			S	N/A	N/A	Simulated NVG Failure with Appropriate Recovery Procedures			S	N/A	N/A		
Taxing and Ground Hover			S	N/A	N/A	Recovery from IMC			S	N/A	N/A		
Pretakeoff Checks			S	N/A	N/A	Maneuver by Partial Panel (Helicopters without standby instrumentation)			N/A	N/A	N/A		
TAKEOFF AND DEPARTURES						Instrument Approach (Type)		GPS-LPV	S	N/A	N/A		
Normal			S	N/A	N/A	Power Failure and Autorotation to a power recovery (SE Only)			S	N/A	N/A		
Instrument			N/A	N/A	N/A	Hovering Autorotations (SE Only)			S	N/A	N/A		
With Powerplant Failure (ME Only)			N/A	N/A	N/A	Tail Rotor Failure (Oral Only)			S	N/A	N/A		
Rapid Deceleration (Quick Stop)			S	N/A	N/A	Dynamic Rollover (Oral Only)			S	N/A	N/A		
Area Departure			N/A	N/A	N/A	Low Rotor RPM (Oral Only)			S	N/A	N/A		
INFLIGHT MANEUVERS						Anti-Torque System Failure (Oral Only)			S	N/A	N/A		
Steep Turns			S	N/A	N/A	Confined Area / Pinnacle Operations			S	N/A	N/A		
Settling with Power (Oral Only)			S	N/A	N/A	Slope Operations			S	N/A	N/A		
Unusual Attitude Recovery			S	N/A	N/A	Ground Hazard Recognition			S	N/A	N/A		
INSTRUMENT PROCEDURES						Brownout / Whiteout / Flat Light Operations			S	N/A	N/A		
Area Arrival			N/A	N/A	N/A	Use of External Lighting			S	N/A	N/A		
Holding			N/A	N/A	N/A	GENERAL							
Normal ILS Approach			N/A	N/A	N/A	Judgement			S	N/A	N/A		
Engine-Out ILS (ME Only)			N/A	N/A	N/A	Crew Coordination			S	N/A	N/A		
Coupled Approach			N/A	N/A	N/A	MOC Procedures			S	N/A	N/A		
Nonprecision Approach (Type)			N/A	N/A	N/A	AIRMAN COMPETENCY INFORMATION							
Second Nonprecision Approach (Type)			N/A	N/A	N/A	Satisfactory Knowledge 135.293(a)			Month/Year				
Missed Approach from an ILS			N/A	N/A	N/A	Make-Model / Expires		EC130	(12 Months)	NOV 14			
Second Missed Approach			N/A	N/A	N/A	Satisfactory Competency 135.293(b)			Month/Year				
Circling Approach (Type)			N/A	N/A	N/A	Make-Model / Expires		EC130	(12 Months)	NOV 14			
LANDINGS AND APPROACH TO LANDINGS						Satisfactory Line Checks 135.299			Month/Year				
Normal			S	N/A	N/A	Make-Model / Expires		EC130	(12 Months)	NOV 14			
Landing from an ILS			N/A	N/A	N/A	Satisfactory IFR Proficiency 135.297			Month/Year				
Landing with Engine-Out (ME Only)			N/A	N/A	N/A	Make-Model / Expires		N/A	(6 Months)	N/A			
REMARKS						Satisfactory HNVGO			Month/Year				
3. Initial NVG Equipment Evaluation. EC130 135.293/299/HNVGO initial evaluation satisfactory, base month set as NOVEMBER. Hood: 0+25 HNVGO: 1+15						Make-Model / Expires		EC130	(12 Months)	NOV 14			
						Use of Autopilot		☐ authorized	☐ not authorized	Month/Year			
						Make-Model / Expires		N/A	(12 Months)	N/A			
						MISCELLANEOUS							
						Aircraft Oral Satisfactory ☒		(List Aircraft Make/Model/Series Below)					
Results of Check ☒ Approved ☐ Disapproved						EC130B4 s/G500		N/A		N/A		N/A	
Check Airman's Performance (FAA Only) ☐ Satisfactory ☐ Unsatisfactory													
REGION		DISTRICT OFFICE											
Send completed form to 135forms "appropriate box": Type "8410" on the subject line						FAA INSPECTOR's SIGNATURE							
DEN-FSDO / FAA Approved/Accepted:						Date:							

Helicopter Training

Name: Ronald Scott Rector								Date: 11/14/2013
Training Category:		Initial New Hire Training						Aircraft Type EC130 and N # 353AM
Training Environment:		D	N	A	H/AI	FS	AATD	TT
Flight Time:			1+50	1+30	0+10			1+50
Cumulative Time:		3+29	7+47	5+54	1+05			11+16

D=Day N=Night A=Aided H/AI=Hood/Act Inst. TT=Total Time FS=Flight Simulator AATD=Advance Aviation Training Device

Grade only the maneuvers trained. Log all training times in hours and minutes.

	A/C	FS	AATD		A/C	FS	AATD
Ground Operations				Landings and Approaches to Landings			
Preflight Inspection	B			Normal	B		
Start Procedures	B			Steep			
Taxiing and Ground Operations	B			Rejected Landing			
Pre-takeoff Checks	B			Landing from an ILS			
Takeoff and Departures				Landing with Engine-Out (ME only)			
Normal	B			AFCS/FD Familiarization			
Instrument				NAV/HSI Procedures	C		
With Power-plant Failure (ME only)	B			Radar/ Storm-scope Use			
Rejected ☐ Continued ☐				Transition Unaided to Aided Flight (NVG)	B		
Rapid Deceleration (Quick Stop)	B			Non-Normal & Emergency Procedures			
Area Departure				System Malfunctions	B		
In-Flight Maneuvers				Recovery from IMC	C		
Steep Turns	C			Maneuver by Partial Panel			
Settling with Power	B			Instrument Approach			
Unusual Altitude Recovery				Power Failure and Autorotation to a Power Recovery (SE only)	B		
Instrument Procedures				Hovering Autorotation (SE only)	B		
Area Arrival				Simulated NVG Failure & Recovery	C		
Holding				Tail Rotor Failure (Oral only)	B		
Normal ILS Approach				Dynamic Rollover (Oral only)	B		
Engine-Out ILS Approach (ME only)				Low Rotor RPM (Oral only)			
Coupled Approach				Anti-Torque System (Oral only)	B		
PAR Approach				Confined Area / Pinnacle	B		
Non-Precision Approaches with MDA				Slope Operations	B		
VOR				Ground Hazard Recognition	B		
VOR/DME				Brownout / Whiteout / Flat Light Ops			
NDB				Use of External Lighting			
NDB/DME				Engine Fire (Oral)			
LOC				Governor Failure / FADEC			
LOC BC				Hydraulic Failure			
LOC/DME				Landing Gear Failure			
SDF				Instrument Failure			
ASR				Generator Failure			
LDA				Inverter Failure			
LDA/DME				AFCS Failure			
GPS				Communications Failure			
GPS / WAAS / VNAV				General			
GPS RNAV Non Pt 97				Judgment	B		
Use of Auto-Pilot				Crew Coordination	B		
Missed Approach from ILS				Situational Awareness	B		
Second Missed Approach				Use of Checklist	B		
Circling Approach							
Circle to Land Approach Maneuver							

INITIAL GRADING: A = Exceeds FAA PTS B = Meets FAA PTS C = Requires Additional Training

Recommend an FAR 135 Competency Check, FAR 135.293 (a) and (b) and Line Check FAR 135.299

Recommend an FAR 135 IFR Proficiency Check FAR 135.297

Recommend an NVG Proficiency Check

Demonstrated Satisfactory Instrument Proficiency FAR 61.57 (d)

Comments (Comments are required for tasks graded C):

MR Rector HAD SOME WEAKNESS W/ STEEP TURNS IN REACHING 30° BANK AND MAINTAINING SUCH. SITUATIONAL AWARENESS IN IMC NEEDS WORK. FAILURE TO LEVEL A/C FOLLOWING NVG FAILURE. WITH ADDITIONAL PRACTICE PILOT OPERATIONS IMPROVED.

Instructor / Check Airman Signature:

Pilot Signature:

Instructor / Check Airman Name: William R. Bowen,

Ronald Scott Rector,

Observed by:

TITLE:

TRAINING CAPTAIN / INSTRUCTOR OBSERVED RIDE IAW PART 135.340 ☐

*Send completed forms attached to email: Type "Training forms" on the subject line and send to

DEN-FSDO / FAA Approved/Accepted

Date:

Helicopter Training

Name: Ronald Scott Rector								Date: 11/13/2013
Training Category:	Initial New Hire Training							Aircraft Type EC130 and N # 353AM
Training Environment:	D	N	A	H/AI	FS	AATD	TT	D=Day N=Night A=Aided H/AI=Hood/Act Inst. TT=Total Time FS=Flight Simulator AATD=Advance Aviation Training Device
Flight Time:		3+53	3+20	0+25			3+55	Grade only the maneuvers trained. Log all training times in hours and minutes.
Cumulative Time:	3+29	5+57	4+24	0+55			9+26	

	A/C	FS	AATD		A/C	FS	AATD
Ground Operations				Landings and Approaches to Landings			
Preflight Inspection	B			Normal	B		
Start Procedures	B			Steep	B		
Taxiing and Ground Operations	B			Rejected Landing	B		
Pre-takeoff Checks	B			Landing from an ILS			
Takeoff and Departures				Landing with Engine-Out (ME only)			
Normal	B			AFCS/FD Familiarization			
Instrument				NAV/HSI Procedures	C		
With Power-plant Failure (ME only) Rejected ☐ Continued ☐				Radar/ Storm-scope Use			
Rapid Deceleration (Quick Stop)	B			Transition Unaided to Aided Flight (NVG)	B		
Area Departure				Non-Normal & Emergency Procedures			
In-Flight Maneuvers				System Malfunctions	B		
Steep Turns	B			Recovery from IMC	C		
Settling with Power	B			Maneuver by Partial Panel			
Unusual Attitude Recovery	B			Instrument Approach	B		
Instrument Procedures				Power Failure and Autorotation to a Power Recovery (SE only)	B		
Area Arrival				Hovering Autorotation (SE only)	B		
Holding				Simulated NVG Failure & Recovery	B		
Normal ILS Approach				Tail Rotor Failure (Oral only)	B		
Engine-Out ILS Approach (ME only)				Dynamic Rollover (Oral only)	B		
Coupled Approach				Low Rotor RPM (Oral only)	B		
PAR Approach				Anti-Torque System (Oral only)	B		
Non-Precision Approaches with MDA				Confined Area / Pinnacle	B		
VOR				Slope Operations	B		
VOR/DME				Ground Hazard Recognition	B		
NDB				Brownout / Whiteout / Flat Light Ops	B		
NDB/DME				Use of External Lighting	B		
LOC				Engine Fire (Oral)			
LOC BC				Governor Failure / FADEC			
LOC/DME				Hydraulic Failure			
SDF				Landing Gear Failure			
ASR				Instrument Failure			
LDA				Generator Failure			
LDA/DME				Inverter Failure			
GPS				AFCS Failure			
GPS / WAAS / VNAV				Communications Failure			
GPS RNAV Non Pt 97				General			
Use of Auto-Pilot				Judgment	B		
Missed Approach from ILS				Crew Coordination	B		
Second Missed Approach				Situational Awareness	B		
Circling Approach				Use of Checklist	B		
Circle to Land Approach Maneuver							

INITIAL **GRADING: A = Exceeds FAA PTS B = Meets FAA PTS C = Requires Additional Training**

Recommend an FAR 135 Competency Check, FAR 135.293 (a) and (b) and Line Check FAR 135.299

Recommend an FAR 135 IFR Proficiency Check FAR 135.297

Recommend an NVG Proficiency Check

Demonstrated Satisfactory Instrument Proficiency FAR 61.57 (d)

Comments (Comments are required for tasks graded C):

Mr. Rector continued initial training in the EC130 with two flight periods this evening and two engine starts. Confusion and frustration was shown by pilot with some operation of the G500H and planning and resourcefulness was weak in IIMC practice. Two GPS approaches were executed.

Instructor / Check Airman Signature _____

Pilot Signature _____

Instructor / Check Airman Name: William R. Bowen

Ronald Scott Rector,

Observed by: _____

TITLE: _____

TRAINING CAPTAIN / INSTRUCTOR OBSERVED RIDE IAW PART 135.340 ☐

*Send completed forms attached to email: Type "Training forms" on the subject line and send to

DEN-FSDO / FAA Approved/Accepted _____

Date: _____

Helicopter Training

Name: Ronald Scott Rector								Date: 11/12/2013	
Training Category:		Initial New Hire Training						Aircraft Type EC130 and N# 353AM	
Training Environment:		D	N	A	H/AI	FS	AATD	TT	D=Day N=Night A=Aided H/AI=Hood/Act Inst. TT=Total Time FS=Flight Simulator AATD=Advance Aviation Training Device
Flight Time:			2+04	1+04				2+04	
Cumulative Time:		3+29	2+04	1+04	0+30			5+33	

	A/C	FS	AATD		A/C	FS	AATD
Ground Operations				Landings and Approaches to Landings			
Preflight Inspection	B			Normal	B		
Start Procedures	B			Steep	B		
Taxiing and Ground Operations	B			Rejected Landing			
Pre-takeoff Checks	B			Landing from an ILS			
Takeoff and Departures				Landing with Engine-Out (ME only)			
Normal	B			AFCS/FD Familiarization			
Instrument				NAV/HSI Procedures	B		
With Power-plant Failure (ME only) Rejected ☐ Continued ☐				Radar/ Storm-scope Use			
Rapid Deceleration (Quick Stop)	B			Transition Unaided to Aided Flight (NVG)	B		
Area Departure				Non-Normal & Emergency Procedures			
In-Flight Maneuvers				System Malfunctions	B		
Steep Turns				Recovery from IMC			
Settling with Power				Maneuver by Partial Panel			
Unusual Attitude Recovery				Instrument Approach			
Instrument Procedures				Power Failure and Autorotation to a Power Recovery (SE only)	B		
Area Arrival				Hovering Autorotation (SE only)	B		
Holding				Simulated NVG Failure & Recovery			
Normal ILS Approach				Tail Rotor Failure (Oral only)			
Engine-Out ILS Approach (ME only)				Dynamic Rollover (Oral only)			
Coupled Approach				Low Rotor RPM (Oral only)	B		
PAR Approach				Anti-Torque System (Oral only)			
Non-Precision Approaches with MDA				Confined Area / Pinnacle	B		
VOR				Slope Operations	B		
VOR/DME				Ground Hazard Recognition	B		
NDB				Brownout / Whiteout / Flat Light Ops			
NDB/DME				Use of External Lighting	B		
LOC				Engine Fire (Oral)			
LOC BC				Governor Failure / FADEC			
LOC/DME				Hydraulic Failure			
SDF				Landing Gear Failure			
ASR				Instrument Failure			
LDA				Generator Failure			
LDA/DME				Inverter Failure			
GPS				AFCS Failure			
GPS / WAAS / VNAV				Communications Failure			
GPS RNAV Non Pt 97				General			
Use of Auto-Pilot				Judgment	B		
Missed Approach from ILS				Crew Coordination	B		
Second Missed Approach				Situational Awareness	B		
Circling Approach				Use of Checklist	B		
Circle to Land Approach Maneuver							

INITIAL	GRADING: A = Exceeds FAA PTS B = Meets FAA PTS C = Requires Additional Training
	Recommend an FAR 135 Competency Check, FAR 135.293 (a) and (b) and Line Check FAR 135.299
	Recommend an FAR 135 IFR Proficiency Check FAR 135.297
	Recommend an NVG Proficiency Check
	Demonstrated Satisfactory Instrument Proficiency FAR 61.57 (d)

Comments (Comments are required for tasks graded C):

Mr. Rector began night operations training this period with introduction and use of NVG's, one engine

Instructor / Check Airman Signature: _____

Pilot Signature: _____

Instructor / Check Airman Name: William R. Bowen

Ronald Scott Rector

Observed by: _____

TITLE: _____

TRAINING CAPTAIN / INSTRUCTOR OBSERVED RIDE IAW PART 135.340 ☐

*Send completed forms attached to email: Type "Training forms" on the subject line and send to

DEN-FSDO / FAA Approved/Accepted _____

Date: _____

Helicopter Training

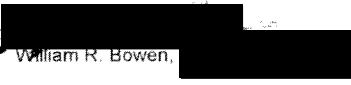
Name: Ronald Scott Rector								Date: 11/10/2013	
Training Category:		Initial New Hire Training						Aircraft Type EC130 and N # 353AM	
Training Environment:		D	N	A	H/AI	FS	AATD	TT	D=Day N=Night A=Aided H/AI=Hood/Act Inst. TT=Total Time FS=Flight Simulator AATD=Advance Aviation Training Device
Flight Time:		0+47						0+47	Grade only the maneuvers trained. Log all training times in hours and minutes.
Cumulative Time:		3+29						3+29	

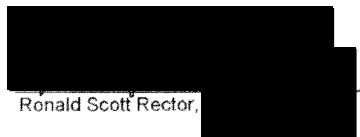
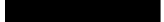
	A/C	FS	AATD		A/C	FS	AATD
Ground Operations				Landings and Approaches to Landings			
Preflight Inspection	B			Normal	B		
Start Procedures	B			Steep			
Taxiing and Ground Operations	B			Rejected Landing			
Pre-takeoff Checks	B			Landing from an ILS			
Takeoff and Departures				Landing with Engine-Out (ME only)			
Normal	B			AFCs/FD Familiarization			
Instrument				NAV/HSI Procedures			
With Power-plant Failure (ME only)				Radar/ Storm-scope Use			
Rejected ☐ Continued ☐							
Rapid Deceleration (Quick Stop)	B			Transition Unaided to Aided Flight (NVG)			
Area Departure				Non-Normal & Emergency Procedures			
In-Flight Maneuvers				System Malfunctions	B		
Steep Turns				Recovery from IMC			
Settling with Power				Maneuver by Partial Panel			
Unusual Attitude Recovery				Instrument Approach			
Instrument Procedures				Power Failure and Autorotation to a Power Recovery (SE only)	B		
Area Arrival				Hovering Autorotation (SE only)	B		
Holding				Simulated NVG Failure & Recovery			
Normal ILS Approach				Tail Rotor Failure (Oral only)			
Engine-Out ILS Approach (ME only)				Dynamic Rollover (Oral only)			
Coupled Approach				Low Rotor RPM (Oral only)	B		
PAR Approach				Anti-Torque System (Oral only)			
Non-Precision Approaches with MDA				Confined Area / Pinnacle	B		
VOR				Slope Operations			
VOR/DME				Ground Hazard Recognition	B		
NDB				Brownout / Whiteout / Flat Light Ops			
NDB/DME				Use of External Lighting			
LOC				Engine Fire (Oral)			
LOC BC				Governor Failure / FADEC			
LOC/DME				Hydraulic Failure			
SDF				Landing Gear Failure			
ASR				Instrument Failure			
LDA				Generator Failure			
LDA/DME				Inverter Failure			
GPS				AFCs Failure			
GPS / WAAS / VNAV				Communications Failure			
GPS RNAV Non Pt 97				General			
Use of Auto-Pilot				Judgment	B		
Missed Approach from ILS				Crew Coordination	B		
Second Missed Approach				Situational Awareness	B		
Circling Approach				Use of Checklist	B		
Circle to Land Approach Maneuver							

INITIAL	GRADING: A = Exceeds FAA PTS B = Meets FAA PTS C = Requires Additional Training Recommend an FAR 135 Competency Check, FAR 135.293 (a) and (b) and Line Check FAR 135.299 Recommend an FAR 135 IFR Proficiency Check FAR 135.297 Recommend an NVG Proficiency Check Demonstrated Satisfactory Instrument Proficiency FAR 61.57 (d)
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Comments (Comments are required for tasks graded C):

Mr. Rector had one engine start in this training period

Instructor / Check Airman Signature: 
 Instructor / Check Airman Name: William R. Bowen
 Observed by:

Pilot Signature: 
 TITLE: 

TRAINING CAPTAIN / INSTRUCTOR OBSERVED RIDE IAW PART 135.340 ☐

*Send completed forms attached to email: Type "Training forms" on the subject line and send to

DEN-FSDO / FAA Approved/Accepted _____ Date: _____

Helicopter Training

Name: Ronald Scott Rector								Date: 11/09/2013
Training Category:		Initial New Hire Training						Aircraft Type EC130 and N # 353AM
Training Environment:	D	N	A	H/AI	FS	AATD	TT	D=Day N=Night A=Aided H/AI=Hood/Act Inst. TT=Total Time FS=Flight Simulator AATD=Advance Aviation Training Device
Flight Time:	1+40			0+30			1+40	Grade only the maneuvers trained. Log all training times in hours and minutes.
Cumulative Time:	2+42			0+30			2+42	

	A/C	FS	AATD		A/C	FS	AATD
Ground Operations				Landings and Approaches to Landings			
Preflight Inspection	B			Normal	B		
Start Procedures	B			Steep			
Taxiing and Ground Operations	B			Rejected Landing			
Pre-takeoff Checks	B			Landing from an ILS			
Takeoff and Departures				Landing with Engine-Out (ME only)			
Normal	B			AFCS/FD Familiarization			
Instrument				NAV/HSI Procedures	B		
With Power-plant Failure (ME only)				Radar/ Storm-scope Use			
Rejected ☐ Continued ☐				Transition Unaided to Aided Flight (NVG)			
Rapid Deceleration (Quick Stop)				Non-Normal & Emergency Procedures			
Area Departure				System Malfunctions	B		
In-Flight Maneuvers				Recovery from IMC	B		
Steep Turns	B			Maneuver by Partial Panel			
Settling with Power				Instrument Approach	B		
Unusual Attitude Recovery				Power Failure and Autorotation to a Power Recovery (SE only)			
Instrument Procedures				Hovering Autorotation (SE only)			
Area Arrival				Simulated NVG Failure & Recovery			
Holding				Tail Rotor Failure (Oral only)			
Normal ILS Approach				Dynamic Rollover (Oral only)	B		
Engine-Out ILS Approach (ME only)				Low Rotor RPM (Oral only)	B		
Coupled Approach				Anti-Torque System (Oral only)			
PAR Approach				Confined Area / Pinnacle	B		
Non-Precision Approaches with MDA				Slope Operations	B		
VOR				Ground Hazard Recognition	B		
VOR/DME				Brownout / Whiteout / Flat Light Ops			
NDB				Use of External Lighting			
NDB/DME				Engine Fire (Oral)			
LOC				Governor Failure / FADEC			
LOC BC				Hydraulic Failure			
LOC/DME				Landing Gear Failure			
SDF				Instrument Failure			
ASR				Generator Failure			
LDA				Inverter Failure			
LDA/DME				AFCS Failure			
GPS				Communications Failure			
GPS / WAAS / VNAV				General			
GPS RNAV Non Pt 97				Judgment	B		
Use of Auto-Pilot				Crew Coordination	B		
Missed Approach from ILS				Situational Awareness	B		
Second Missed Approach				Use of Checklist	B		
Circling Approach							
Circle to Land Approach Maneuver							

INITIAL	GRADING: A = Exceeds FAA PTS B = Meets FAA PTS C = Requires Additional Training Recommend an FAR 135 Competency Check, FAR 135.293 (a) and (b) and Line Check FAR 135.299 Recommend an FAR 135 IFR Proficiency Check FAR 135.297 Recommend an NVG Proficiency Check Demonstrated Satisfactory Instrument Proficiency FAR 61.57 (d)
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Comments (Comments are required for tasks graded C):

Mr. Rector continued training at the new and prescribed sight for such. This period had two engine starts and on practice ILS approach to minimums.

Instructor / Check Airman Signature:  Instructor / Check Airman Name: William R. Bowen Observed by:	Pilot Signature:  TITLE: Ronald Scott Rector,
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TRAINING CAPTAIN / INSTRUCTOR OBSERVED RIDE IAW PART 135.340 ---- ☐

*Send completed forms attached to email: Type "Training forms" on the subject line and send to

DEN-FSDO / FAA Approved/Accepted _____ Date: _____

Helicopter Training

Name: Ronald Scott Rector								Date: 11/08/2013	
Training Category:		Initial New Hire Training						Aircraft Type EC130 and N# 353AM	
Training Environment:		D	N	A	H/AI	FS	AATD	TT	D=Day N=Night A=Aided H/AI=Hood/Act Inst. TT=Total Time FS=Flight Simulator AATD=Advance Aviation Training Device
Flight Time:		1+02						1+02	Grade only the maneuvers trained. Log all training times in hours and minutes.
Cumulative Time:		1+02						1+02	

	A/C	FS	AATD		A/C	FS	AATD
Ground Operations				Landings and Approaches to Landings			
Preflight Inspection	B			Normal	B		
Start Procedures	B			Steep			
Taxiing and Ground Operations	B			Rejected Landing			
Pre-takeoff Checks	B			Landing from an ILS			
Takeoff and Departures				Landing with Engine-Out (ME only)			
Normal	B			AFCS/FD Familiarization			
Instrument				NAV/HSI Procedures	B		
With Power-plant Failure (ME only)				Radar/ Storm-scope Use			
Rejected ☐ Continued ☐				Transition Unaided to Aided Flight (NVG)			
Rapid Deceleration (Quick Stop)				Non-Normal & Emergency Procedures			
Area Departure				System Malfunctions			
In-Flight Maneuvers				Recovery from IMC			
Steep Turns				Maneuver by Partial Panel			
Settling with Power				Instrument Approach			
Unusual Attitude Recovery				Power Failure and Autorotation to a Power Recovery (SE only)			
Instrument Procedures				Hovering Autorotation (SE only)			
Area Arrival				Simulated NVG Failure & Recovery			
Holding				Tail Rotor Failure (Oral only)			
Normal ILS Approach				Dynamic Rollover (Oral only)			
Engine-Out ILS Approach (ME only)				Low Rotor RPM (Oral only)			
Coupled Approach				Anti-Torque System (Oral only)			
PAR Approach				Confined Area / Pinnacle			
Non-Precision Approaches with MDA				Slope Operations			
VOR				Ground Hazard Recognition			
VOR/DME				Brownout / Whiteout / Flat Light Ops			
NDB				Use of External Lighting			
NDB/DME				Engine Fire (Oral)			
LOC				Governor Failure / FADEC			
LOC BC				Hydraulic Failure			
LOC/DME				Landing Gear Failure			
SDF				Instrument Failure			
ASR				Generator Failure			
LDA				Inverter Failure			
LDA/DME				AFCS Failure			
GPS				Communications Failure			
GPS / WAAS / VNAV				General			
GPS RNAV Non Pt 97				Judgment	B		
Use of Auto-Pilot				Crew Coordination	B		
Missed Approach from ILS				Situational Awareness	B		
Second Missed Approach				Use of Checklist	B		
Circling Approach							
Circle to Land Approach Maneuver							

INITIAL	GRADING: A = Exceeds FAA PTS B = Meets FAA PTS C = Requires Additional Training
	Recommend an FAR 135 Competency Check, FAR 135.293 (a) and (b) and Line Check FAR 135.299
	Recommend an FAR 135 IFR Proficiency Check FAR 135.297
	Recommend an NVG Proficiency Check
	Demonstrated Satisfactory Instrument Proficiency FAR 61.57 (d)

Comments (Comments are required for tasks graded C):

Mr. Rector began his EC130 initial training this period. Operation and use of the Garmin 500H avionics suite was introduced, complete first period training was not done this time as pilot was used in the relocation of this aircraft to sight where future training was to be conducted.

Instructor / Check Airman Signature:  Pilot Signature: 
 Instructor / Check Airman Name: William R. Bowen, Ronald Scott Rector
 Observed by: _____ TITLE: _____
 TRAINING CAPTAIN / INSTRUCTOR OBSERVED RIDE IAW PART 135.340 ☐

*Send completed forms attached to email: Type "Training forms" on the subject line and send to

DEN-FSDO / FAA Approved/Accepted _____ Date: _____

Helicopter Ground Training Record and Certificate

Name: Ronald Scott Rector
Type of Training Initial New Hire

Aircraft Type: EC130
Ground Training Base Month: October

Date	Module	Instructor
General Operational Subjects Modules		
10/31/2013	1. Rotorcraft Flight Manual	Dominic Glenn Tuttle
10/31/2013	2. Aircraft General	Dominic Glenn Tuttle
10/31/2013	3. Crew Compartment	Dominic Glenn Tuttle
10/31/2013	4. Airframe	Dominic Glenn Tuttle
10/31/2013	5. Operating Limits	Dominic Glenn Tuttle
10/31/2013	6. Performance Data	Dominic Glenn Tuttle
10/31/2013	7. Weight & Balance	Dominic Glenn Tuttle
Aircraft Systems Modules		
10/31/2013	1. Power plant	Dominic Glenn Tuttle
10/31/2013	2. Fuel	Dominic Glenn Tuttle
10/31/2013	3. Transmission & Drive Train	Dominic Glenn Tuttle
10/31/2013	4. Tail Rotor Drive System (if applicable)	Dominic Glenn Tuttle
10/31/2013	5. Main Rotor, Rotation Controls	Dominic Glenn Tuttle
10/31/2013	6. Flight Controls & Anti-Torque Sys.	Dominic Glenn Tuttle
10/31/2013	7. Hydraulic System	Dominic Glenn Tuttle
10/31/2013	8. Electrical System	Dominic Glenn Tuttle
10/31/2013	9. Ground Handling & Utility Systems/ Servicing	Dominic Glenn Tuttle
N/A	10. Auto Flight Systems	N/A
Aircraft Systems Integration Modules		
10/31/2013	1. Use of Checklist	Dominic Glenn Tuttle
10/31/2013	2. Emergency Procedures	Dominic Glenn Tuttle
10/31/2013	3. Normal Procedures	Dominic Glenn Tuttle
10/31/2013	4. Supplements (as appropriate) <i>G500 H A/CNCS SUITE</i>	Dominic Glenn Tuttle
Other		
10/31/2013	1. Annual review of Certificate Holder Accidents/Incidents (Recurrent Training Only) – FAR 135.351 & 135.331	Dominic Glenn Tuttle

I certify that the above named pilot has completed the indicated training	
Signature	
Printed Name	Dominic Glenn Tuttle
I have received the indicated training	
Signature	
Printed Name	Ronald Scott Rector

Complete form and attach to email: Type "Training forms" on the subject line and send to

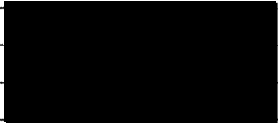
DEN-FSDO / FAA Approved/Accepted _____

Date: _____

NVG GROUND TRAINING RECORD AND CERTIFICATE

Name: Ronald Scott Rector
Base: Warrenton, Mo

Type Training: Initial NVG

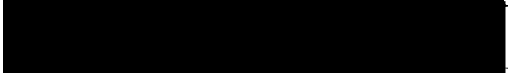
DATE	MODULE	INSTRUCTOR
Operator Specific Modules		
10/23/13	1. Authorized Types of Operations	Boughton
10/23/13	2. Forms and Records	Boughton
10/23/13	3. Responsibilities of the Duty Position	Boughton
10/23/13	4. Applicable Regulations	Boughton
10/23/13	5. AMC General Operations Manual	Boughton
Airman Specific Modules		
10/23/13	1. Introduction to NVG's	Boughton
10/23/13	2. Limitations & Emergency Procedures	Boughton
10/23/13	3. Aviation Physiology/NVG Aeromedical Considerations/Aviation Physiology	Boughton
10/23/13	4. NVG/Night Flight Planning	Boughton
10/28/13	5. Risk Management Tool	Giovannini
Aircraft Type: <u>EC130</u>		
Aircraft Ground Training Modules		
<u>11/12/13</u>	1. Lighting Systems	
<u>11/12/13</u>	2. Caution Warning Systems	
<u>11/12/13</u>	3. Cockpit Familiarization and NVG Compatibility	

Complete form and attach to email: Type "Training forms" on the subject line and send to 135forms@airmethods.com.

I certify that the above named pilot has completed the indicated training

Signature

Printed Name


Scott Boughton

I have received the indicated training

Signature

Printed Name


Ronald Scott Rector

DEN-FSDO / FAA Approved/Accepted _____

Date: _____

NVG GROUND TRAINING RECORD AND CERTIFICATE

Name: Ronald Scott Rector
Base: Warrenton, Mo

Type Training: Initial NVG

DATE	MODULE	INSTRUCTOR
	Operator Specific Modules	
10/23/13	1. Authorized Types of Operations	Boughton
10/23/13	2. Forms and Records	Boughton
10/23/13	3. Responsibilities of the Duty Position	Boughton
10/23/13	4. Applicable Regulations	Boughton
10/23/13	5. AMC General Operations Manual	Boughton
	Airman Specific Modules	
10/23/13	1. Introduction to NVG's	Boughton
10/23/13	2. Limitations & Emergency Procedures	Boughton
10/23/13	3. Aviation Physiology/NVG Aeromedical Considerations/Aviation Physiology	Boughton
10/23/13	4. NVG/Night Flight Planning	Boughton
10/28/13	5. Risk Management Tool	Giovannini
	Aircraft Type: _____	
	Aircraft Ground Training Modules	
	1. Lighting Systems	
	2. Caution Warning Systems	
	3. Cockpit Familiarization and NVG Compatibility	

Complete form and attach to email: Type "Training forms" on the subject line and send to 135forms@airmethods.com.

I certify that the above named pilot has
completed the indicated training

Signature

Printed Name

Scott Boughton

I have received the indicated training

Signature

Printed Name

Ronald Scott Rector

DEN-FSDO / FAA Approved/Accepted _____

Date: _____

RECORD AND CERTIFICATE OF BASIC INDOCTRINATION

Name: Ronald Scott Rector

DATE	MODULE	INSTRUCTOR
Operator Specific Modules		
10/21/13	1. Duties and Responsibilities	Boughton
10/26/13	2. Federal Aviation Regulations	Boughton
10/22/13	3. AMC General Operations Manual	Boughton
10/22/13	4. Contents of Certificate and Operations Specifications	Boughton
10/21/13	5. Human Resources / Productive Work Environment	Ratcliff
10/21/13	6. Safety / ASAP	Rusthoven
10/22/13	7. Blood Borne Pathogens	Boughton
10/29/13	8. Oxygen Transfilling	Giovannini
10/22/13	9. Aeromedical Crewmember AMRM	Boughton
Airman Specific Modules		
10/24/13	1. Weight and Balance	Giovannini
10/29/30	2. Meteorology, Adverse Weather, Windshear Avoidance	Schofield
10/28/13	3. High Altitude Operations	Giovannini
10/26/13	4. Aeronautical Information Manual/Airspace/ATC	Giovannini
10/16/13	5. Navigation and Concepts of Instrument Procedures	Boughton
N/A	6. Enroute and Term Charting & Flight Planning (IFR Only)	N/A
10/22/13	7. Aeronautical Decision Making	Boughton
10/22/13	8. Inadvertent IMC	Boughton
10/29/30	9. Air Ambulance	Giovannini
N/A	10. LAHSO (FW Only)	N/A
10/23/13	11. Aeromedical Factors	Boughton
10/25/13	12. Operation During Ground Icing Conditions	Boughton
Other		
10/22/13	1. HAZMAT Recognition	Boughton
10/22/13	2. Fire Extinguisher Training	Boughton
10/28/13	3. Controlled Flight into Terrain Incidents (CFIT)	Giovannini
10/22/13	4. Aircraft and Equipment Security	Boughton
10/24/13	5. Portal and 411 System / Operational Control Center	Marshall
10/29/30	6. Aircraft Ground Handling	Giovannini

I certify that the above named pilot has completed the indicated training

Signature

Printed Name

Scott Boughton

I have received the indicated training

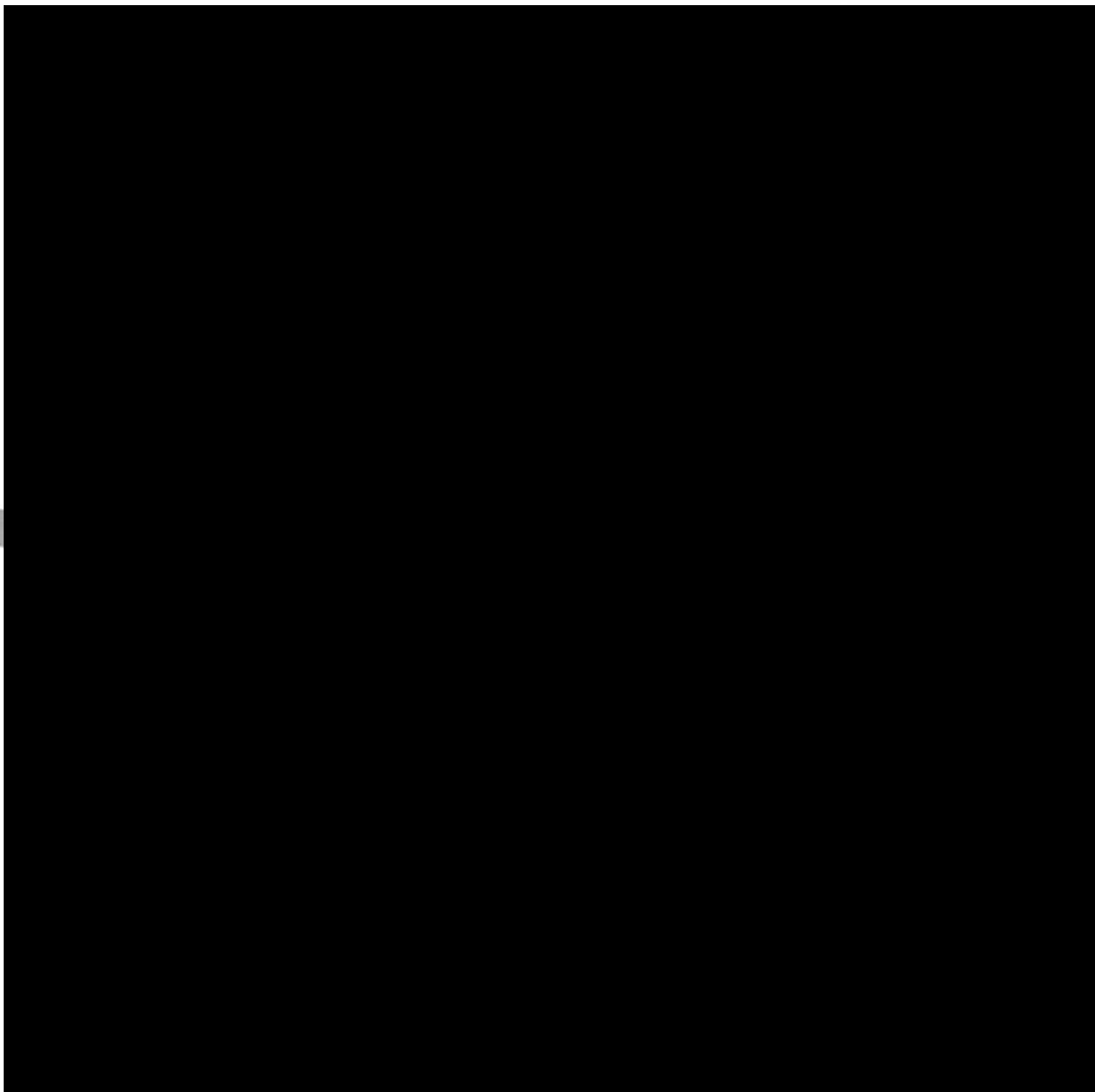
Signature

Printed Name

Ronald Scott Rector

DEN-FSDO / FAA Approved/Accepted

Date:



Pilot General Information

Applicants for PILOT positions must complete this section.

References: 14 CFR 135.63 (a) (4) (i), 14CFR 135.63 (a) (4) (ii), 14 CFR 135.63. (a) (4) (iii), 14 CFR 135.243

Full Name Ronald Scott Reuter Address [REDACTED]

City [REDACTED] State [REDACTED] ZIP Code [REDACTED] Home Phone [REDACTED]

Pilot Certificate - ATP ☐ or Commercial ☒, Number: [REDACTED]

Ratings Instrument, Commercial CFI - Yes ☐ / No ☐

Airman Medical Certificate Class - First class ☐ Second class ☒ Dated 01/07/2013

HAVE YOU EVER BEEN CITED FOR ANY FAA VIOLATIONS OR ADMINISTRATIVE ACTIONS? Yes ☐ No ☒

HAVE YOU EVER BEEN INVOLVED IN AN AIRCRAFT ACCIDENT? Yes ☐ No ☒

IF YOU ANSWERED YES TO EITHER OF THE ABOVE QUESTIONS, PLEASE ATTACH A DETAILED STATEMENT.

	Total Time	Helicopter hours	Airplane hours
Total Pilot Time	= 2503.4	= 2503.4	= 0
PIC time	1338.8	1338.8	0
Turbine	2503.4	2503.4	0
Night time (unaided)	168.7	168.7	0
NVG flight time/W5	674.8	674.8	0
Simulator time & type	100 LAM64 Full motion	100 LAM64 Full motion	0
Hood	111.0	111.0	0
Actual instrument	111.0	111.0	0
Cross country	1251.7	1251.7	0
Night cross country	2013.1 243.1	2013.1 243.1	0
EMS Experience	0	0	0
Mountain > 5,000'	0	0	0
Turboprop	0		0
Multiengine turboprop	0		0

Aircraft Make and Model	Total Hours	Total Last 12 Months
EC 130 B4	255	255
UH-1 + AH-1	233.0	0
AH-64	2015.4	0

Number of years working as FAR Part 135 Air Medical Pilot 0 Air Medical Flight Time (hours) 0

Helicopter Mountain Experience: Total Hours 0 Highest Altitude Where

I understand that to qualify for employment as a pilot with Air Methods Corporation, I must complete a required training program and maintain these qualifications during my employment with AMC. I also consent to the release of Pilot Certificate and Medical Certificate information to CAMTS (Commission of Accreditation of Medical Transport Services), Federal, and State agencies that may request aircrew information.

I understand that in accordance with REGULATIONS (49 CFR) PART 40 Pilot Records Improvement Act of 1996 (PRIA) Title 49 U.S.C. § 44703 (h), RECORDS OF EMPLOYMENT OF PILOT APPLICANTS, as amended, AMC is required to ask my previous 135 and 121 employers for my drug and alcohol records for the past 5 years and I agree to complete and submit a Drug & Alcohol Air Carrier Record Request to AMC for those employers.

[REDACTED] (Signature)

22 Oct 13 (Date)