

*The Standard*  
**PILOT LOG**



ASA-SP-57

"I certify that Mr./Ms. CASEY Clark has been given training specified by SFAR 73 paragraph 2(b)(1)(ii)(A-D) for Robinson R22 aircraft and is proficient to act as pilot-in-command."

Name

Date

Cert No.

Exp

8-18-14

1/6

**Endorsement for Robinson R44 Pilots to Act as Pilot-In-Command**

"I certify that Mr./Ms. Casey Clark has been given training specified by SFAR 73 paragraph 2(b)(2)(ii)(A-D) for Robinson R44 aircraft and is proficient to act as pilot-in-command."

Name

Date

Cert No.

Exp

1-19-15

105115

90 Da  
I certify that I have given flight training required CFF Him/Her to conduct solo Helicopter. Flight is authentic practicing only the maneuver Procedures. Landings and Valid for 90 days from, 1/1

CFI Signature

Printed Name

Private Pilot Helicopter Practic.  
I certify that Mr/Mrs CASEY Clark the required training within the prece 61.107 and 61.109(c) in preparation Practical Test. I have given additional 61.39(a). I certify that He/She is prepa Practical Exam. Valid for 30 days from

CFI Signature

Cert #

as been given training  
in R22 aircraft and is

No. 1/16  
Exp

### n-Command

as been given training  
in R44 aircraft and is

No. 105115  
Exp

### 90 Day Solo Endorsement

I certify that I have given Mr Mrs Casey Clark ground and flight training required CFR 14 61.87(c)(1-16) and find Him/Her to conduct solo flight in the Robinson R22 Schwartz 3000 Helicopter. Flight is authorized in day VFR conditions while practicing only the maneuvers outlined in the HSI Safety Procedures. Landings and takeoffs authorized from DWH. Valid for 90 days from JUNE 25 2013

CFI Signature

Printed Name

Cert #

Exp. Date 05/14

### Cross Country Endorsement

I certify that Mr Mrs Casey Clark has received the training requirements of CFR 14 61.93(a)(1-3) and training listed by CFR 14 61.93(g) and is proficient to conduct a solo cross country flight from DWH to OXO and back in a Schwartz 3000 Helicopter. Flight is authorized in day VFR conditions while practicing only the maneuvers outlined in the HSI Safety Procedures JUNE 25 2013 VALID 90 DAYS

CFI Signature

Printed Name

Cert #

Exp. Date 05/14

### Private Pilot Helicopter Practical Exam Endorsement

I certify that Mr Mrs Casey Clark has received the required training within the preceding 60 days by CFR 14 61.107 and 61.109(c) in preparation for the Private Pilot Practical Test. I have given additional training required by 61.39(a). I certify that He/She is prepared for the Private Pilot Practical Exam. Valid for 30 days from SEPTEMBER 3 2013

CFI Signature

Printed Name

Cert #

Exp. Date 05/14

### Initial Cross Country Endorsement

I certify that Mr Mrs Casey Clark has met the requirements of CFR 14 61.93(a)(1-3) and training listed by CFR 14 61.93(g) and is proficient to conduct solo cross country flights in Schwartz 3000 Helicopter. Flight is authorized in-day VFR conditions while practicing only the maneuvers outlined in the HSI Safety Procedures.

CFI Signature

Printed Name

Cert #

Exp. Date 05/14

# 90 Day Solo Endorsement

I certify that I have given Mr/Mrs CASEY CLARK ground and flight training required CFR 14 61.87(c)(1)-(16) and find him Her to conduct solo flight in the Robinson R22 SCHWEIZER 300C Helicopter. Flight is authorized in day VFR conditions while practicing only the maneuvers outlined in the HIS Safety Procedures. Landings and takeoffs authorized from DWVH. Valid for 90 days from 3.22.13

CFI Signature

Printed Name

Cert #

Exp. Date

05/14

# Airport within 25 nm Solo Endorsement

I certify that I have given Mr/Mrs \_\_\_\_\_ ground and flight training required by CFR 12 61.93(b)(1) and find him/her to conduct solo flight with landings and takeoffs at \_\_\_\_\_. Flight is authorized in day VFR conditions while practicing only the maneuvers outlined in the HIS Safety Procedures. Valid for 90 days from \_\_\_\_\_

CFI Signature

Printed Name

Cert #

Exp. Date

# Cross Country Endorsement

I certify that Mr/Mrs \_\_\_\_\_ has received the training requirements of CFR 14 61.93(a)(1-3) and training listed by CFR 14 61.93(g) and is proficient to conduct a solo cross country flight from \_\_\_\_\_ to \_\_\_\_\_ and back in a \_\_\_\_\_ Helicopter. Flight is authorized in day VFR conditions while practicing only the maneuvers outlined in the HSI Safety Procedures.

CFI Signature

Printed Name

Cert #

Exp. Date

# US Citizen TSA Ver

I certify that \_\_\_\_\_ has presented: (1) unexpired U.S. Passport. (2) Original birth certificate or government-issued picture ID. (3) Original certificate of U.S. citizenship with raised seal (form FS-545 or DS-1350) and government certificate of U.S. citizenship with raised seal (form N-581), and go Original U.S. Naturalization Certificate with raised seal and a government issued picture ID.

Establishing that He/She is a U.S. citizen with 49 CFR 1552.3(h) on \_\_\_\_\_

CFI Signature

# Pre-Solo Aeronautical Knowl

Mr/Mrs \_\_\_\_\_ has a pre-solo written test as per CFR 1 parts of CFR 61, 91, procedures for performance and limitations of the S

CFI Signature

Printed Name

Cert #

# R22 Solo Cross Country Route Endorsement

I have reviewed the preflight planning of Mr/Mrs \_\_\_\_\_ and attest that He/She is prepared to conduct a solo Cross-Country flight, under the known circumstances, in day VFR conditions in a R22 Helicopter. Flight is authorized with landings and takeoffs from \_\_\_\_\_ to \_\_\_\_\_ with landings at \_\_\_\_\_ on \_\_\_\_\_

CFI Signature

Printed Name

Cert #

Exp. Date

### 25 nm Solo Endorsement

Mr/Mrs \_\_\_\_\_ ground  
ed by CFR 12 61.93(b)(1) and find  
flight with landings and takeoffs at  
s authorized in day VFR conditions  
maneuvers outlined in the HIS  
for 90 days from \_\_\_\_\_

Cert # \_\_\_\_\_  
Exp. Date \_\_\_\_\_

### Country Endorsement

\_\_\_\_\_ has received the  
R 14 61.93(a)(1-3) and training  
nd is proficient to conduct a solo  
to \_\_\_\_\_ and back in a  
Flight is authorized in day VFR  
ly the maneuvers outlined in the

Cert # \_\_\_\_\_  
Exp. Date \_\_\_\_\_

### US Citizen TSA Verification

I certify that \_\_\_\_\_ has presented to me a/an (1) Valid,  
unexpired U.S. Passport. (2) Original birth certificate of the United States and  
government-issued picture ID. (3) Original certificate of birth abroad with raised  
seal (form FS-545 or DS-1350) and government-issued picture ID. (4) Original  
certificate of U.S. citizenship with raised seal (form N-560 or N-561), or  
certificate or Repatriation (form N-581), and government-issued picture ID. (5)  
Original U.S. Naturalization Certificate with raised seal (form N-550 or N-570)  
and a government issued picture ID.

Establishing that He/She is a U.S. citizen or national in accordance  
with 49 CFR 1552.3(h) on \_\_\_\_\_

CFI Signature \_\_\_\_\_

### Pre-Solo Aeronautical Knowledge Endorsement

Mr/Mrs \_\_\_\_\_ has satisfactorily completed  
A pre-solo written test as per CFR 14 61.87(b) on applicable  
parts of CFR 61, 91, procedures for Hooks airport, and  
performance and limitations of the Schweizer \_\_\_\_\_ Helicopter.

CFI Signature \_\_\_\_\_

Printed Name \_\_\_\_\_

Cert # \_\_\_\_\_

Exp. Date \_\_\_\_\_

### SFAR 73 Awareness Training Endorsement

I certify that Mr/Mrs \_\_\_\_\_  
has received Awareness Training as required by SFAR 73  
section 2(a)(3)(i-v) on \_\_\_\_\_

CFI signature \_\_\_\_\_

Printed Name \_\_\_\_\_

Cert # \_\_\_\_\_

Exp. Date \_\_\_\_\_

### Private Pilot Helicopter Written Endorsement

I certify that I have given Mr/Mrs CASEY CLARK  
the applicable ground training required by CFR 14  
61.105(b) and find that He/She is prepared for the Private  
Pilot Helicopter written knowledge test. Valid for 30 days  
from JUNE 17 2013

CFI signature \_\_\_\_\_

Printed name  
Date \_\_\_\_\_

Cert# \_\_\_\_\_

Exp. Date 05/14

The Standard Pilot Log  
SP-57

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**ASA-SP-57**

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**24 - Flight Review R22**

CASEY CLARK holder of pilot certificate  
number [REDACTED], has satisfactorily completed the  
Flight Review required by FAR 61.56 and SFAR 73  
2(c)(1) and (3), on 28 MAR 15

[REDACTED] [REDACTED] [REDACTED] 11/15  
Name Signature Date CFI Exp

**The Standard Pilot Log**

Name CASEY CLARK

Permanent Mailing Address 330

**Certificates Held**

| Type                    | Date Issued    |
|-------------------------|----------------|
| STUDENT PILOT           |                |
| SPORT PILOT             |                |
| RECREATIONAL PILOT      |                |
| PRIVATE PILOT           | <u>9-4-201</u> |
| COMMERCIAL PILOT        |                |
| FLIGHT INSTRUCTOR       |                |
| AIRLINE TRANSPORT PILOT |                |
| AVIATION TECHNICIAN     |                |
| GROUND INSTRUCTOR       |                |
|                         |                |
|                         |                |
|                         |                |
|                         |                |

# Review R22

CLARK, holder of pilot certificate  
 [REDACTED], has satisfactorily completed the  
 required by FAR 61.56 and SFAR 73  
 ), on 28 MAR 15

Signature

Date

CFI

Exp

362248 11/15

## The Standard Pilot Log

Name

Casey Clark

Logbook Number 2

Permanent Mailing Address

GREAT FALLS, MT  
 59405

From

To

### Certificates Held

Type

Date Issued

Certificate Number

STUDENT PILOT

SPORT PILOT

RECREATIONAL PILOT

PRIVATE PILOT

9-4-2013

COMMERCIAL PILOT

FLIGHT INSTRUCTOR

AIRLINE TRANSPORT PILOT

AVIATION TECHNICIAN

GROUND INSTRUCTOR

### Rating Record

☐ AIRPLANE

☐ SINGLE ENGINE: ☐ LAND ☐ SEA

☐ MULTI-ENGINE: ☐ LAND ☐ SEA

☐ MULTI-ENGINE: Limited to Center Line Thrust

☐ INSTRUMENT

☐ GLIDER ☐ AERO TOW ☐ WINCH TOW

☐ POWERED PARACHUTE ☐ WEIGHT-SHIFT CONTROL

☒ ROTORCRAFT ☒ HELICOPTER ☐ GYROPLANE

☐ LIGHTER-THAN-AIR ☐ AIRSHIP ☐ BALLOON

☐ POWERED LIFT

☐ GI BASIC ☐ GI ADVANCED ☐ GI INSTRUMENT

☐ OTHER RATINGS (Specify)

Aircraft Type  
 Ratings



| TYPE OF PILOTING TIME |    |                  |  |                   |  |                      |  |
|-----------------------|----|------------------|--|-------------------|--|----------------------|--|
| DUAL RECEIVED         |    | PILOT-IN-COMMAND |  | SECOND-IN-COMMAND |  | AS FLIGHT INSTRUCTOR |  |
|                       |    |                  |  |                   |  |                      |  |
|                       | 2  | 2                |  |                   |  |                      |  |
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|                       | 14 | 2                |  |                   |  |                      |  |



[illegible]

| GROUND<br>TRAINER | CONDITIONS OF FLIGHT |   |       |  |                   |                      | NO.<br>INSTR.<br>APPR. | NO.<br>LDG.<br>DAY<br>NIGHT | TOTAL<br>DURATION<br>OF FLIGHT | REMARKS<br>PROCEDURES, MANEUVERS, ENDORSEMENTS               |
|-------------------|----------------------|---|-------|--|-------------------|----------------------|------------------------|-----------------------------|--------------------------------|--------------------------------------------------------------|
|                   | DAY                  |   | NIGHT |  | CROSS-<br>COUNTRY | ACTUAL<br>INSTRUMENT |                        |                             |                                |                                                              |
|                   | 1                    | 2 |       |  |                   |                      |                        | 15                          | 1 2                            | Quick stop, Pattern, Hazy Taxi, Hazy Auto, take off Approach |
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| YEAR<br>2013<br>DATE | AIRCRAFT<br>MAKE and<br>MODEL | AIRCRAFT<br>IDENTIFICATION<br>NUMBER | POINTS OF DEPARTURE &<br>ARRIVAL |          | AIRCRAFT CATEGORY and CLASSIFICATION |                                  |                          | TYPE OF PILOTING TIME |                      |                       |                         |
|----------------------|-------------------------------|--------------------------------------|----------------------------------|----------|--------------------------------------|----------------------------------|--------------------------|-----------------------|----------------------|-----------------------|-------------------------|
|                      |                               |                                      | FROM                             | TO       | AIRPLANE<br>SINGLE ENGINE<br>LAND    | AIRPLANE<br>MULTI-ENGINE<br>LAND | ROTORCRAFT<br>HELICOPTER | DUAL<br>RECEIVED      | PILOT-IN-<br>COMMAND | SECOND-IN-<br>COMMAND | AS FLIGHT<br>INSTRUCTOR |
| 1/19                 | 300C                          | 300AR                                | DWTH                             | DWTH     | 20                                   |                                  | 05                       | 05                    |                      |                       |                         |
| 1/22                 | 300C                          | 300AR                                | DWTH                             | DWTH     | 20                                   |                                  | 10                       |                       | 10                   |                       |                         |
| 1/22                 | 300C                          | 300AR                                | DWTH                             | DWTH     | 11                                   |                                  | 11                       |                       | 11                   |                       |                         |
| 1/22                 | 300C                          | 300AR                                | DWTH                             | DWTH     | 01                                   |                                  |                          |                       | 01                   |                       |                         |
| 1/21                 | R44II                         | R44                                  | DWTH                             | DWTH     |                                      |                                  | 05                       | 05                    |                      |                       |                         |
| 1/21                 | 300C                          | 849KS                                | DWTH                             | DWTH     |                                      |                                  | 09                       | 09                    |                      |                       |                         |
| 1/23                 | R22II                         | 266SH                                | DWTH                             | DWTH     |                                      |                                  | 08                       | 08                    |                      |                       |                         |
| 1/29                 | 300C                          | 849KS                                | DWTH                             | DWTH     |                                      |                                  | 10                       | 10                    |                      |                       |                         |
| 1/23                 | 300C                          | 849KS                                | DWTH                             | UTS-DWTH |                                      |                                  | 18                       |                       | 18                   |                       |                         |
| 1/2                  | R44II                         | 285RG                                | DWTH                             | DWTH     |                                      |                                  | 05                       | 05                    |                      |                       |                         |
| 1/2                  | R44II                         | 285RG                                | DWTH                             | DWTH     |                                      |                                  | 04                       | 04                    |                      |                       |                         |
| 1/5                  | 300C                          | 849KS                                | DWTH                             | UTS-DWTH |                                      |                                  | 26                       |                       | 26                   |                       |                         |
| 1/12                 | 300C                          | 849KS                                | DWTH                             | UTS-DWTH |                                      |                                  | 26                       |                       | 26                   |                       |                         |
| 300 = 14.9           |                               |                                      | PAGE TOTAL                       |          |                                      |                                  | 171                      | 98                    | 720                  |                       |                         |
| R22 = 0.8            |                               |                                      | AMOUNT FORWARD                   |          |                                      |                                  | 280                      | 280                   | 00                   |                       |                         |
| R44 = 1.4            |                               |                                      | TOTAL TO DATE                    |          |                                      |                                  | 451                      | 378                   | 73                   |                       |                         |

| GROUND<br>TRAINER | CONDITIONS OF FLIGHT |       |                   |
|-------------------|----------------------|-------|-------------------|
|                   | DAY                  | NIGHT | CROSS-<br>COUNTRY |
| 1/19              | 20                   |       | 20                |
|                   | 100                  |       |                   |
|                   |                      |       | 26                |
|                   | 1111                 |       |                   |
|                   | 08                   |       |                   |
|                   | 05                   |       |                   |
|                   | 09                   |       |                   |
|                   | 08                   |       |                   |
| 1/21              | 18                   |       | 18                |
|                   | 05                   |       |                   |
|                   | 04                   |       |                   |
|                   | 26                   |       | 26                |
|                   | 00                   | 26    | 26                |
|                   | 145                  | 26    | 96                |
|                   | 280                  | 00    | 47                |
|                   | 425                  | 26    | 143               |

| TYPE OF PILOTING TIME |                  |                   |                      |
|-----------------------|------------------|-------------------|----------------------|
| DUAL RECEIVED         | PILOT-IN-COMMAND | SECOND-IN-COMMAND | AS FLIGHT INSTRUCTOR |
| 05                    |                  |                   |                      |
|                       | 10               |                   |                      |
|                       | 11               |                   |                      |
|                       | 08               |                   |                      |
| 05                    |                  |                   |                      |
| 09                    |                  |                   |                      |
| 08                    |                  |                   |                      |
| 10                    |                  |                   |                      |
|                       | 18               |                   |                      |
| 05                    |                  |                   |                      |
| 04                    |                  |                   |                      |
|                       | 26               |                   |                      |
| 26                    |                  |                   |                      |
| 98                    | 75               |                   |                      |
| 280                   | 00               |                   |                      |
| 378                   | 73               |                   |                      |

| GROUND TRAINER | CONDITIONS OF FLIGHT |       |               |                   | NO. INSTR. APPR.     | NO. LDG. DAY NIGHT | TOTAL DURATION OF FLIGHT | REMARKS<br>PROCEDURES, MANEUVERS, ENDORSEMENTS             |
|----------------|----------------------|-------|---------------|-------------------|----------------------|--------------------|--------------------------|------------------------------------------------------------|
|                | DAY                  | NIGHT | CROSS-COUNTRY | ACTUAL INSTRUMENT | SIMULATED INSTRUMENT |                    |                          |                                                            |
|                | 1008                 |       | 20            |                   | 20                   | 3                  | 05                       | Straight in Auto Hover Auto Normal approach steep approach |
|                | 1001                 |       |               |                   | 01                   | 3                  | 10                       | Solo                                                       |
|                |                      |       | 26            |                   |                      | 3                  |                          |                                                            |
|                | 1111                 |       |               |                   | 11                   | 4                  | 11                       | Pattern Solo approach steep approach                       |
|                | 0800                 |       |               |                   | 10                   | 4                  | 08                       | Solo approach steep approach                               |
|                | 05                   |       |               |                   |                      | 3                  | 05                       | Quickstop                                                  |
|                | 09                   |       |               |                   |                      | 3                  | 09                       | 180 Auto Straight Auto                                     |
|                | 08                   |       |               |                   |                      | 3                  | 08                       | 180 Auto Straight Auto                                     |
|                | 1008                 |       |               |                   |                      | 6                  | 10                       | 180 Auto Slope Landing                                     |
|                | 18                   |       | 18            |                   |                      | 2                  | 18                       | Solo X Country                                             |
|                | 05                   |       |               |                   |                      | 3                  | 05                       | Flight down town Land on field                             |
|                | 04                   |       |               |                   |                      | 1                  | 04                       | Back to Dist Straight Level                                |
|                | 26                   |       | 26            |                   |                      | 5                  | 26                       | Solo X Country 186                                         |
|                | 00                   | 26    | 26            |                   |                      | 3                  | 26                       | Night X - 615                                              |
|                | 145                  | 26    | 96            |                   |                      | 43                 | 171                      |                                                            |
|                | 280                  | 00    | 47            |                   |                      | 14                 | 280                      |                                                            |
|                | 425                  | 26    | 143           |                   |                      | 113                | 451                      |                                                            |

I certify that the statements made by me on this form are true.

PILOT'S SIGNATURE

| YEAR<br>2013<br>DATE | AIRCRAFT<br>MAKE and<br>MODEL | AIRCRAFT<br>IDENTIFICATION<br>NUMBER | POINTS OF DEPARTURE &<br>ARRIVAL |         | AIRCRAFT CATEGORY and CLASSIFICATION |                                  |                          |         | TYPE OF PILOTING TIME |                      |                       |                         |
|----------------------|-------------------------------|--------------------------------------|----------------------------------|---------|--------------------------------------|----------------------------------|--------------------------|---------|-----------------------|----------------------|-----------------------|-------------------------|
|                      |                               |                                      | FROM                             | TO      | AIRPLANE<br>SINGLE ENGINE<br>LAND    | AIRPLANE<br>MULTI-ENGINE<br>LAND | ROTORCRAFT<br>HELICOPTER | Turbine | DUAL<br>RECEIVED      | PILOT-IN-<br>COMMAND | SECOND-IN-<br>COMMAND | AS FLIGHT<br>INSTRUCTOR |
| 6/21                 | B3E<br>AS350                  | 12126                                | SIL                              | CNY     |                                      |                                  |                          |         | 27                    | Astar Turbine        |                       |                         |
| 6/21                 | B3<br>AS350                   | 12126                                | CNY                              | COS     |                                      |                                  |                          |         | 28                    | Astar Turbine        |                       |                         |
| 6/22                 | B3<br>AS350                   | 12126                                | COS                              | AMA     |                                      |                                  |                          |         | 23                    |                      |                       |                         |
| 6/22                 | B3<br>AS350                   | 12126                                | AMA                              | ABT     |                                      |                                  |                          |         | 22                    |                      |                       |                         |
| 6/22                 | B3<br>AS350                   | 12126                                | ABT                              | ABT     |                                      |                                  |                          |         | 28                    |                      |                       |                         |
| 6/25                 | 300CBT                        | 849KS                                | DWH                              | CKO-DWH |                                      |                                  |                          |         |                       | 12                   |                       |                         |
| 6/28                 | 500CBT                        | 849KS                                | DWH                              | CKO-DWH |                                      |                                  |                          |         |                       | 15                   |                       |                         |
| 6/29                 | R44TL                         | 504HS                                | DWH                              | 11R-DWH |                                      | R44                              |                          |         | 17                    |                      |                       |                         |
| 6/30                 | B3E<br>AS350                  | 817CX                                | DWH                              | DWH     |                                      |                                  |                          |         | 04                    |                      |                       |                         |
| 7/5                  | 300CBT                        | 849KS                                | DWH                              | DWH     |                                      |                                  |                          |         | 05                    |                      |                       |                         |
| 7/5                  | R44TL                         | 504HT                                | WALL                             | DWH     |                                      | R44                              |                          |         | 05                    |                      |                       |                         |
| 7/7                  | 300CBT                        | 849KS                                | DWH                              | DWH     |                                      |                                  |                          |         | 14                    |                      |                       |                         |
| 7/8                  | 300CBT                        | 849KS                                | DWH                              | DWH     |                                      |                                  |                          |         | 29                    |                      |                       |                         |
| AS350=13.3           |                               |                                      |                                  |         | PAGE TOTAL                           |                                  |                          |         | 254                   | 133                  | 227                   | 27                      |
| 300=9.5              |                               |                                      |                                  |         | AMOUNT FORWARD                       |                                  |                          |         | 45                    | 100                  | 378                   | 73                      |
| R44=2.6              |                               |                                      |                                  |         | TOTAL TO DATE                        |                                  |                          |         | 705                   | 133                  | 605                   | 100                     |
| R22=0                |                               |                                      |                                  |         |                                      |                                  |                          |         |                       |                      |                       |                         |

| GROUND<br>TRAINER | CONDITIONS OF FLIGHT |       |  | CROSS-<br>COUNTRY |
|-------------------|----------------------|-------|--|-------------------|
|                   | DAY                  | NIGHT |  |                   |
|                   | 27                   |       |  | 2                 |
|                   | 28                   |       |  | 2                 |
|                   | 23                   |       |  | 2                 |
|                   | 22                   |       |  | 2                 |
|                   | 28                   |       |  | 2                 |
|                   | 12                   |       |  | 1                 |
|                   | 15                   |       |  | 1                 |
|                   | 17                   |       |  | 1                 |
|                   | 04                   |       |  |                   |
|                   |                      | 05    |  |                   |
|                   | 25                   |       |  | 2                 |
|                   | 05                   |       |  | 0                 |
|                   | 14                   |       |  |                   |
|                   | 29                   |       |  | 2                 |
|                   | 244                  | 10    |  | 23                |
|                   | 405                  | 26    |  | 14                |
|                   | 669                  | 36    |  | 37                |

| TYPE OF PILOTING TIME |                  |                   |                      |
|-----------------------|------------------|-------------------|----------------------|
| DUAL RECEIVED         | PILOT-IN-COMMAND | SECOND-IN-COMMAND | AS FLIGHT INSTRUCTOR |
| 27                    | Astar Turbine    |                   |                      |
| 28                    | Astar Turbine    |                   |                      |
| 23                    |                  |                   |                      |
| 22                    |                  |                   |                      |
| 28                    |                  |                   |                      |
|                       | 12               |                   |                      |
|                       | 15               |                   |                      |
| 17                    |                  | 350012 Exp 12/10  |                      |
| 04                    |                  |                   |                      |
| 05                    |                  |                   |                      |
| 25                    |                  |                   |                      |
| 05                    |                  |                   |                      |
| 14                    |                  |                   |                      |
| 29                    |                  |                   |                      |
| 227                   | 27               |                   |                      |
| 378                   | 73               |                   |                      |
| 605                   | 100              |                   |                      |

| GROUND TRAINER | CONDITIONS OF FLIGHT |       |               |                   |                      | NO. INSTR. APPR. | NO. LDG. | TOTAL DURATION OF FLIGHT | REMARKS<br>PROCEDURES, MANEUVERS, ENDORSEMENTS   |
|----------------|----------------------|-------|---------------|-------------------|----------------------|------------------|----------|--------------------------|--------------------------------------------------|
|                | DAY                  | NIGHT | CROSS-COUNTRY | ACTUAL INSTRUMENT | SIMULATED INSTRUMENT |                  |          |                          |                                                  |
|                | 27                   |       | 27            |                   |                      | 3                | 2        | 27                       | Cross Country                                    |
|                | 28                   |       | 28            |                   |                      | 1                | 2        | 28                       | Cross Country Mountain                           |
|                | 23                   |       | 23            |                   |                      | 1                | 2        | 23                       | Cross Country Turbine                            |
|                | 22                   |       | 22            |                   |                      | 1                | 2        | 22                       | Cross Country Turbine                            |
|                | 28                   |       | 28            |                   |                      | 1                | 2        | 28                       | Cross Country Turbine                            |
|                | 12                   |       | 12            |                   |                      | 3                | 1        | 12                       | X country solo, pattern                          |
|                | 15                   |       | 15            |                   |                      | 6                | 1        | 15                       | X country solo, pattern                          |
|                | 17                   |       | 17            |                   |                      | 3                | 1        | 17                       | Golf Ball Drop X Country                         |
|                | 04                   |       | 04            |                   |                      | 6                | 0        | 04                       | surface taxi Hover <sup>Slope Banding</sup> AUTO |
|                |                      | 05    |               |                   |                      | 9                | 0        | 05                       | Night patterns                                   |
|                | 25                   |       | 25            |                   |                      | 1                | 2        | 25                       | pipeline inspection X country                    |
|                | 05                   | 05    | 05            |                   |                      | 1                | 6        | 05                       | Straight N Level Cross Country <sup>Night</sup>  |
|                | 14                   |       |               |                   |                      | 2                | 1        | 14                       | Settling w/power, pinnacle, 180 auto             |
|                | 29                   |       | 29            |                   |                      | 2                | 2        | 29                       | pipeline X country pipeline                      |
|                | 244                  | 10    | 231           |                   |                      | 40               | 25       | 44                       |                                                  |
|                | 405                  | 26    | 143           |                   |                      | 191              | 45       | 1                        |                                                  |
|                | 606                  | 9     | 36            | 37                | 4                    | 231              | 70       | 5                        |                                                  |

I certify that the statements made by me on this form are true.

PILOT'S SIGNATURE

72

| YEAR<br>2013<br>DATE | AIRCRAFT<br>MAKE and<br>MODEL | AIRCRAFT<br>IDENTIFICATION<br>NUMBER | POINTS OF DEPARTURE &<br>ARRIVAL |    | AIRCRAFT CATEGORY and CLASSIFICATION |                                  |                          |         | TYPE OF PILOTING TIME |                      |                       |                         |
|----------------------|-------------------------------|--------------------------------------|----------------------------------|----|--------------------------------------|----------------------------------|--------------------------|---------|-----------------------|----------------------|-----------------------|-------------------------|
|                      |                               |                                      | FROM                             | TO | AIRPLANE<br>SINGLE ENGINE<br>LAND    | AIRPLANE<br>MULTI-ENGINE<br>LAND | ROTORCRAFT<br>HELICOPTER | Turbine | DUAL<br>RECEIVED      | PILOT-IN-<br>COMMAND | SECOND-IN-<br>COMMAND | AS FLIGHT<br>INSTRUCTOR |
| 7/23                 | R44 II                        | 285K4                                | DWH-DT-DWH                       |    |                                      |                                  | 08                       |         | 08                    |                      |                       |                         |
| 7/23                 | AS350                         | 121RG                                | DWH-DWH                          |    |                                      |                                  | 05                       | 05      | 05                    |                      |                       |                         |
| 7/23                 | AS350                         | 817A                                 | DWH-DWH                          |    |                                      |                                  | 05                       | 05      | 05                    |                      |                       |                         |
| 8/2                  | 300CBI                        | 849K5                                | DWH-HOU-TAH-DWH                  |    |                                      |                                  | 29                       |         | 29                    |                      |                       |                         |
| 8/15                 | R44 II                        | 285K4                                | DWH-DT-DWH                       |    |                                      |                                  | 10                       |         | 10                    |                      |                       |                         |
| 9/3                  | 300CBI                        | 849K5                                | DWH-DWH                          |    |                                      |                                  | 18                       |         | 18                    |                      |                       |                         |
| 9/4                  | 300CBI                        | 849K5                                | DWH-DWH                          |    |                                      |                                  | 21                       |         | 21                    | 10                   |                       |                         |
| 9/18                 | 300C                          | 300AR                                | DWH-HOU-TAH-DWH                  |    |                                      |                                  | 25                       |         |                       | 25                   |                       |                         |
| 10/10                | 300C                          | 300AR                                | DWH-HOU-TAH-DWH                  |    |                                      |                                  | 30                       |         |                       | 30                   |                       |                         |
| 10/27                | 504HS                         | R44 II                               | R44 II EFD-DWH                   |    |                                      |                                  | 10                       |         |                       | 10                   |                       |                         |
| 11/1                 | 266SH                         | R22                                  | DWH-HOU-TAH-DWH                  |    |                                      |                                  | 32                       |         | 32                    | 32                   |                       |                         |
| 11/1                 | 266SH                         | R22                                  | DWH-HOU-TAH-DWH                  |    |                                      |                                  | 30                       |         | 30                    | 30                   |                       |                         |
| 11/21                | 266SH                         | R22                                  | DWH-HOU-TAH-DWH                  |    |                                      |                                  | 30                       |         | 30                    | 30                   |                       |                         |
| 11/2                 | 266SH                         | R22                                  | DWH-HOU-TAH-DWH                  |    |                                      |                                  | 30                       |         | 30                    | 30                   |                       |                         |
| AS350=1.0            |                               |                                      |                                  |    | PAGE TOTAL                           |                                  | 283                      | 10      | 96                    | 197                  |                       |                         |
| 300=12.3             |                               |                                      |                                  |    | AMOUNT FORWARD                       |                                  | 705                      | 133     | 605                   | 100                  |                       |                         |
| R44=2.8              |                               |                                      |                                  |    | TOTAL TO DATE                        |                                  | 988                      | 143     | 701                   | 297                  |                       |                         |
| R22=12.2             |                               |                                      |                                  |    |                                      |                                  |                          |         |                       |                      |                       |                         |

| GROUND<br>TRAINER | CONDITIONS OF FLIGHT |       |  | CROSS-<br>COUNTRY |
|-------------------|----------------------|-------|--|-------------------|
|                   | DAY                  | NIGHT |  |                   |
|                   | 08                   |       |  |                   |
|                   | 05                   |       |  |                   |
|                   | 05                   |       |  |                   |
|                   | 29                   |       |  | 2                 |
|                   | 10                   |       |  |                   |
|                   | 18                   |       |  |                   |
|                   | 21                   |       |  |                   |
|                   | 25                   |       |  | 2                 |
|                   | 30                   |       |  | 3                 |
|                   | 10                   |       |  | 1                 |
|                   | 32                   | 52    |  | 3                 |
|                   | 30                   | 02    |  | 2                 |
|                   | 30                   | 02    |  | 2                 |
|                   | 30                   | 02    |  | 2                 |
|                   | 283                  | 00    |  | 2                 |
|                   | 669                  | 36    |  | 3                 |
|                   | 952                  | 36    |  | 59                |

| TYPE OF PILOTING TIME |                  |                   |                      |
|-----------------------|------------------|-------------------|----------------------|
| DUAL RECEIVED         | PILOT-IN-COMMAND | SECOND-IN-COMMAND | AS FLIGHT INSTRUCTOR |
| 08                    |                  |                   |                      |
| 05                    |                  |                   |                      |
| 05                    |                  |                   |                      |
| 29                    |                  |                   |                      |
| 10                    |                  |                   |                      |
| 18                    |                  |                   |                      |
| 21                    | 10               |                   |                      |
|                       | 25               |                   |                      |
|                       | 30               |                   |                      |
|                       | 10               |                   |                      |
| 32                    | 32               |                   |                      |
| 30                    | 30               |                   |                      |
| 30                    | 30               |                   |                      |
| 30                    | 30               |                   |                      |
| 96                    | 197              |                   |                      |
| 605                   | 100              |                   |                      |
| 701                   | 297              |                   |                      |

| GROUND TRAINER | CONDITIONS OF FLIGHT |       |               |                   |                      | NO. INSTR. APPR. | NO. LDG. DAY | TOTAL DURATION OF FLIGHT | REMARKS<br>PROCEDURES, MANEUVERS, ENDORSEMENTS                  |
|----------------|----------------------|-------|---------------|-------------------|----------------------|------------------|--------------|--------------------------|-----------------------------------------------------------------|
|                | DAY                  | NIGHT | CROSS-COUNTRY | ACTUAL INSTRUMENT | SIMULATED INSTRUMENT |                  |              |                          |                                                                 |
|                | 08                   |       |               |                   |                      |                  | 1            | 08                       | PRACTICE AUTO Fly Downtown Helipad                              |
|                | 05                   |       |               |                   |                      |                  | 3            | 05                       | MOVE AS350 TO Dolly & Land                                      |
|                | 05                   |       |               |                   |                      |                  | 5            | 05                       | MOVE AS350 TO Dolly & Land                                      |
|                | 29                   |       | 29            |                   |                      |                  | 2            | 29                       | X country                                                       |
|                | 10                   |       |               |                   |                      |                  | 3            | 10                       | Fly Downtown Helipad                                            |
|                | 18                   |       |               |                   |                      |                  | 7            | 18                       | Review for checkride                                            |
|                | 21                   |       |               |                   |                      |                  | 5            | 21                       | PRH successfully passed this date.                              |
|                | 25                   |       | 25            |                   |                      |                  | 1            | 25                       | Pipeline                                                        |
|                | 30                   |       | 30            |                   |                      |                  | 1            | 30                       | Pipeline                                                        |
|                | 10                   |       | 10            |                   |                      |                  | 1            | 10                       | PRH Flight through Bravo Airspace                               |
|                | 32                   |       | 32            |                   |                      |                  | 2            | 32                       | Pipeline inspection 359 H2003                                   |
|                | 30                   |       | 30            |                   |                      |                  | 1            | 30                       | Pipeline inspection 359 H2003                                   |
|                | 30                   |       | 30            |                   |                      |                  | 1            | 30                       | Pipeline inspection                                             |
|                | 30                   |       | 30            |                   |                      |                  | 1            | 30                       | Pipeline inspection                                             |
|                | 283                  | 00    | 216           |                   |                      |                  | 39           | 283                      | I certify that the statements made by me on this form are true. |
|                | 669                  | 36    | 374           |                   |                      |                  | 231          | 705                      |                                                                 |
|                | 952                  | 36    | 590           |                   |                      |                  | 276          | 988                      | PILOT'S SIGNATURE                                               |

20/3

| YEAR<br>20/3<br>DATE | AIRCRAFT<br>MAKE and<br>MODEL | AIRCRAFT<br>IDENTIFICATION<br>NUMBER | POINTS OF DEPARTURE &<br>ARRIVAL |         | AIRCRAFT CATEGORY and CLASSIFICATION |                                  |                          |         | TYPE OF PILOTING TIME |                      |                       |                         |
|----------------------|-------------------------------|--------------------------------------|----------------------------------|---------|--------------------------------------|----------------------------------|--------------------------|---------|-----------------------|----------------------|-----------------------|-------------------------|
|                      |                               |                                      | FROM                             | TO      | AIRPLANE<br>SINGLE ENGINE<br>LAND    | AIRPLANE<br>MULTI-ENGINE<br>LAND | ROTORCRAFT<br>HELICOPTER | Turbine | DUAL<br>RECEIVED      | PILOT-IN-<br>COMMAND | SECOND-IN-<br>COMMAND | AS FLIGHT<br>INSTRUCTOR |
| 12/12                | R22                           | 266SH                                | DWH-HOU                          | IAH-DWH |                                      |                                  | 3 0                      |         | 3 0                   | 0 0                  |                       |                         |
| 12/19                | 300 CBT                       | 849KS                                | DWH-HOU                          | IAH-DWH |                                      |                                  | 3 0                      |         | 3 0                   | 0 0                  |                       |                         |
| 1/3                  | R22                           | 266SH                                | DWH-HOU                          | IAH-DWH |                                      |                                  | 3 0                      |         | 3 0                   | 0 0                  |                       |                         |
| 1/9                  | R22                           | 266SH                                | DWH-HOU                          | IAH-DWH |                                      |                                  | 1 1                      |         | 1 1                   | 0 0                  |                       |                         |
| 1/10                 | R22                           | 266SH                                | DWH-HOU                          | IAH-DWH |                                      |                                  | 2 9                      |         | 2 9                   | 0 0                  |                       |                         |
| 1/16                 | R22                           | 266SH                                | DWH-HOU                          | IAH-DWH |                                      |                                  | 3 0                      |         | 3 0                   | 0 0                  |                       |                         |
| 1/23                 | R22                           | 266SH                                | DWH-HOU                          | IAH-DWH |                                      |                                  | 3 0                      |         | 3 0                   | 0 0                  |                       |                         |
| 1/30                 | R22                           | 266SH                                | DWH-HOU                          | IAH-DWH |                                      |                                  | 3 0                      |         | 3 0                   | 0 0                  |                       |                         |
| 2/6                  | R44                           | 950HT                                | DWH-HOU                          | IAH-DWH |                                      |                                  | 8 1                      |         | 3 1                   | 0 0                  |                       |                         |
| 2/20                 | R22                           | 266SH                                | DWH-HOU                          | IAH-DWH |                                      |                                  | 3 0                      |         | 3 0                   | 0 0                  |                       |                         |
| 2/22                 | R22                           | 266SH                                | PWH                              | DWH     |                                      |                                  | 1 1                      |         | 1 1                   | 0 0                  |                       |                         |
| 2/24                 | R22                           | 266SH                                | DWH-HOU                          | SGR-DWH |                                      |                                  | 2 4                      |         | 2 4                   | 0 0                  |                       |                         |
| 2/26                 | R22                           | 266SH                                | DWH-HOU                          | IAH-DWH |                                      |                                  | 2 6                      |         | 2 6                   | 0 0                  |                       |                         |
| 3/6                  | R22                           | 266SH                                | DWH-HOU                          | IAH-DWH |                                      |                                  | 3 0                      |         | 3 0                   | 0 0                  |                       |                         |
| R44=3.1              |                               |                                      |                                  |         | PAGE TOTAL                           |                                  | 37 2                     |         | 5 12                  | 0 37 2               |                       |                         |
| R22=31.1             |                               |                                      |                                  |         | AMOUNT FORWARD                       |                                  | 98 8                     | 14 3    | 70 1                  | 29 7                 |                       |                         |
| 300=3.0              |                               |                                      |                                  |         | TOTAL TO DATE                        |                                  | 136 0                    | 14 3    | 70 1                  | 66 9                 |                       |                         |

| GROUND<br>TRAINER | CONDITIONS OF FLIGHT |       |  | CROSS-<br>COUNTRY |
|-------------------|----------------------|-------|--|-------------------|
|                   | DAY                  | NIGHT |  |                   |
|                   | 3 0                  |       |  | 3                 |
|                   | 3 0                  |       |  | 3                 |
|                   | 3 0                  |       |  | 3                 |
|                   | 1 1                  |       |  | 1                 |
|                   | 2 9                  |       |  | 2                 |
|                   | 3 0                  |       |  | 3                 |
|                   | 3 0                  |       |  | 3                 |
|                   | 3 0                  |       |  | 3                 |
|                   | 3 1                  |       |  | 3                 |
|                   | 3 0                  |       |  | 3                 |
|                   | 1 1                  |       |  | 1                 |
|                   | 2 4                  |       |  | 2                 |
|                   | 2 6                  |       |  | 2                 |
|                   | 3 0                  |       |  | 3                 |
|                   | 37 2                 | 0 0   |  | 37                |
|                   | 95 2                 | 3 6   |  | 59                |
|                   | 132 4                | 3 6   |  | 96                |

| line | TYPE OF PILOTING TIME |                  |                   |  | AS FLIGHT INSTRUCTOR |
|------|-----------------------|------------------|-------------------|--|----------------------|
|      | DUAL RECEIVED         | PILOT-IN-COMMAND | SECOND-IN-COMMAND |  |                      |
|      | 0 0                   | 3 0              | 0 0               |  |                      |
|      | 2 0                   | 3 0              | 0 0               |  |                      |
|      | 0 0                   | 3 0              | 0 0               |  |                      |
|      | 1 1                   | 1 1              | 1 1               |  |                      |
|      | 2 9                   | 2 9              | 0 0               |  |                      |
|      | 3 0                   | 3 0              | 0 0               |  |                      |
|      | 3 0                   | 3 0              | 0 0               |  |                      |
|      | 3 0                   | 3 0              | 0 0               |  |                      |
|      | 3 1                   | 3 1              | 0 0               |  |                      |
|      | 3 0                   | 3 0              | 0 0               |  |                      |
|      | 1 1                   | 1 1              | 0 0               |  |                      |
|      | 2 4                   | 2 4              | 0 0               |  |                      |
|      | 2 6                   | 2 6              | 0 0               |  |                      |
|      | 3 0                   | 3 0              | 0 0               |  |                      |
|      | 0 37                  | 0 37             | 2 0               |  |                      |
| 3    | 70 1                  | 29 7             | 0 0               |  |                      |
| 3    | 70 1                  | 66 9             | 0 0               |  |                      |

| GROUND TRAINER | CONDITIONS OF FLIGHT |       |               |                   | NO. INSTR. APPR. | NO. LDG. | TOTAL DURATION OF FLIGHT | REMARKS<br>PROCEDURES, MANEUVERS, ENDORSEMENTS |
|----------------|----------------------|-------|---------------|-------------------|------------------|----------|--------------------------|------------------------------------------------|
|                | DAY                  | NIGHT | CROSS-COUNTRY | ACTUAL INSTRUMENT |                  |          |                          |                                                |
|                | 3 0                  | 0 0   | 3 0           | 0 0               |                  | 1        | 3 0                      | Pipeline Patrol                                |
|                | 3 0                  | 0 0   | 3 0           | 0 0               |                  | 2        | 3 0                      | Pipeline Patrol                                |
|                | 3 0                  | 0 0   | 3 0           | 0 0               |                  | 2        | 3 0                      | Pipeline patrol                                |
|                | 1 1                  | 1 1   | 1 1           | 1 1               |                  | 1        | 1 1                      | Pipeline patrol                                |
|                | 2 9                  | 2 9   | 2 9           | 2 9               |                  | 3        | 2 9                      | Pipeline patrol                                |
|                | 3 0                  | 3 0   | 3 0           | 3 0               |                  | 1        | 3 0                      | Pipeline patrol                                |
|                | 3 0                  | 3 0   | 3 0           | 3 0               |                  | 1        | 3 0                      | Pipeline patrol                                |
|                | 3 0                  | 3 0   | 3 0           | 3 0               |                  | 2        | 3 0                      | Pipeline patrol                                |
|                | 3 1                  | 3 1   | 3 1           | 3 1               |                  | 2        | 3 1                      | Pipeline patrol                                |
|                | 3 0                  | 3 0   | 3 0           | 3 0               |                  | 1        | 3 0                      | Pipeline patrol                                |
|                | 1 1                  | 1 1   | 1 1           | 1 1               |                  | 4        | 1 1                      | practice Approaches                            |
|                | 2 4                  | 2 4   | 2 4           | 2 4               |                  | 1        | 2 4                      | Pipeline patrol                                |
|                | 2 6                  | 2 6   | 2 6           | 2 6               |                  | 1        | 2 6                      | Pipeline patrol                                |
|                | 3 0                  | 3 0   | 3 0           | 3 0               |                  | 3        | 3 0                      | Pipeline Patrol                                |
|                | 37 2                 | 0 0   | 37 2          | 0 0               |                  | 25/0     | 37 2                     |                                                |
|                | 95 2                 | 3 6   | 59 0          | 0 0               |                  | 27 12    | 98 8                     |                                                |
|                | 132 4                | 3 6   | 96 2          | 0 0               |                  | 30 12    | 136 0                    |                                                |

I certify that the statements made by me on this form are true.

PILOT'S SIGNATURE

| YEAR<br>2014<br>DATE | AIRCRAFT<br>MAKE and<br>MODEL | AIRCRAFT<br>IDENTIFICATION<br>NUMBER | POINTS OF DEPARTURE &<br>ARRIVAL |     | AIRCRAFT CATEGORY and CLASSIFICATION |                                  |                          |         | TYPE OF PILOTING TIME |                      |                       |                         |
|----------------------|-------------------------------|--------------------------------------|----------------------------------|-----|--------------------------------------|----------------------------------|--------------------------|---------|-----------------------|----------------------|-----------------------|-------------------------|
|                      |                               |                                      | FROM                             | TO  | AIRPLANE<br>SINGLE ENGINE<br>LAND    | AIRPLANE<br>MULTI-ENGINE<br>LAND | ROTORCRAFT<br>HELICOPTER | Turbine | DUAL<br>RECEIVED      | PILOT-IN-<br>COMMAND | SECOND-IN-<br>COMMAND | AS FLIGHT<br>INSTRUCTOR |
| 3/13                 | R22                           | Z66SH                                | DWH-HOU-TAH-DWH                  | X   |                                      |                                  | 3 0                      |         | 0                     | 3 0                  |                       |                         |
| 3/20                 | R44                           | 950HT                                | DWH-HOU-TAH-DWH                  | X   |                                      |                                  | 3 0                      |         |                       | 3 0                  |                       |                         |
| 3/28                 | R22                           | Z66SH                                | DWH-HOU-TAH-DWH                  | X   |                                      |                                  | 3 0                      |         |                       | 3 0                  |                       |                         |
| 4/5                  | R44                           | 950HT                                | DWH-HOU-TAH-DWH                  | X   |                                      |                                  | 3 9                      |         |                       | 3 9                  |                       |                         |
| 4/10                 | R22                           | Z66SH                                | DWH-HOU-TAH-DWH                  | X   |                                      |                                  | 3 0                      |         |                       | 3 0                  |                       |                         |
| 4/17                 | R22                           | Z66SH                                | DWH-HOU-TAH-DWH                  | X   |                                      |                                  | 3 0                      |         |                       | 3 0                  |                       |                         |
| 4/24                 | R22                           | Z66SH                                | DWH-HOU-TAH-DWH                  | X   |                                      |                                  | 3 0                      |         |                       | 3 0                  |                       |                         |
| 5/1                  | R22                           | Z66SH                                | DWH-HOU-TAH-DWH                  | X   |                                      |                                  | 3 0                      |         |                       | 3 0                  |                       |                         |
| 5/8                  | R22                           | Z66SH                                | DWH-HOU-TAH-DWH                  | X   |                                      |                                  | 3 0                      |         |                       | 3 0                  |                       |                         |
| 5/15                 | R22                           | Z66SH                                | DWH-HOU-TAH-DWH                  | X   |                                      |                                  | 3 0                      |         |                       | 3 0                  |                       |                         |
| 5/16                 | Z69C                          | 300AR                                | DWH-DWH                          | X   |                                      |                                  | 1 0                      |         |                       | 1 0                  |                       |                         |
| 5/18                 | R44                           | Z85RG                                | EFD-HOU-TAH-DWH                  | X   |                                      |                                  | 1 0                      |         |                       | 1 0                  |                       |                         |
| 5/19                 | R22                           | Z66SH                                | DWH-HOU-TAH-DWH                  | X   |                                      |                                  | 3 0                      |         |                       | 3 0                  |                       |                         |
| 5-21                 | CD300 Sim                     | 9358H                                | Sim                              | Sim |                                      |                                  | 2 0                      |         | 2 0                   | 2 0                  |                       |                         |
| PAGE TOTAL           |                               |                                      |                                  |     |                                      |                                  | 37 9                     | 0 0     | 2 1 0                 | 87 9                 |                       |                         |
| AMOUNT FORWARD       |                               |                                      |                                  |     |                                      |                                  | 136 0                    | 14 3    | 70 1                  | 66 9                 |                       |                         |
| TOTAL TO DATE        |                               |                                      |                                  |     |                                      |                                  | 173 9                    | 14 3    | 72 1                  | 104 8                |                       |                         |

300=1.0  
 R22=27.0  
 R44=7.9  
 Sim=2.0

| GROUND<br>TRAINER | CONDITIONS OF FLIGHT |       |  | CROSS-<br>COUNTRY |
|-------------------|----------------------|-------|--|-------------------|
|                   | DAY                  | NIGHT |  |                   |
|                   | 3 0                  |       |  | 3 0               |
|                   | 3 0                  |       |  | 3 0               |
|                   | 3 0                  |       |  | 3 0               |
|                   | 3 9                  |       |  | 3 9               |
|                   | 3 0                  |       |  | 3 0               |
|                   | 3 0                  |       |  | 3 0               |
|                   | 3 0                  |       |  | 3 0               |
|                   | 3 0                  |       |  | 3 0               |
|                   | 3 0                  |       |  | 3 0               |
|                   | 1 0                  |       |  | 4 0               |
|                   | 1 0                  |       |  | 1 0               |
|                   | 3 0                  |       |  | 3 0               |
| 2 0               | 2 0                  |       |  |                   |
| 2 0               | 37 9                 | 0 0   |  | 34                |
| 0 0               | 132 4                | 3 6   |  | 96                |
| 2 0               | 170 3                | 3 6   |  | 131               |

| TYPE OF PILOTING TIME |                  |                   |                      |
|-----------------------|------------------|-------------------|----------------------|
| DUAL RECEIVED         | PILOT-IN-COMMAND | SECOND-IN-COMMAND | AS FLIGHT INSTRUCTOR |
|                       | 3 0              |                   |                      |
|                       | 3 0              |                   |                      |
|                       | 3 0              |                   |                      |
|                       | 3 9              |                   |                      |
|                       | 3 0              |                   |                      |
|                       | 3 0              |                   |                      |
|                       | 3 0              |                   |                      |
|                       | 3 0              |                   |                      |
|                       | 3 0              |                   |                      |
|                       | 3 0              |                   |                      |
|                       | 1 0              |                   |                      |
|                       | 1 0              |                   |                      |
|                       | 3 0              |                   |                      |
| 2. 0                  | 2. 0             |                   |                      |
| 2 0                   | 37 9             |                   |                      |
| 70 1                  | 66 9             |                   |                      |
| 70 1                  | 104 8            |                   |                      |

| GROUND TRAINER | CONDITIONS OF FLIGHT |       |               |                   | NO. INSTR. APPR. | NO. LDG. | TOTAL DURATION OF FLIGHT | REMARKS<br>PROCEDURES, MANEUVERS, ENDORSEMENTS |
|----------------|----------------------|-------|---------------|-------------------|------------------|----------|--------------------------|------------------------------------------------|
|                | DAY                  | NIGHT | CROSS-COUNTRY | ACTUAL INSTRUMENT |                  |          |                          |                                                |
|                | 3 0                  |       | 3 0           |                   |                  | 1        | 3 0                      | Pipeline Patrol                                |
|                | 3 0                  |       | 3 0           |                   |                  | 1        | 3 0                      | pipeline patrol                                |
|                | 3 0                  |       | 3 0           |                   |                  | 1        | 3 0                      | pipeline patrol                                |
|                | 3 9                  |       | 3 9           |                   |                  | 1        | 3 9                      | pipeline patrol                                |
|                | 3 0                  |       | 3 0           |                   |                  | 1        | 3 0                      | pipeline patrol                                |
|                | 3 0                  |       | 3 0           |                   |                  | 1        | 3 0                      | pipeline patrol                                |
|                | 3 0                  |       | 3 0           |                   |                  | 1        | 3 0                      | pipeline patrol                                |
|                | 3 0                  |       | 3 0           |                   |                  | 1        | 3 0                      | pipeline patrol                                |
|                | 3 0                  |       | 3 0           |                   |                  | 1        | 3 0                      | pipeline patrol                                |
|                | 3 0                  |       | 3 0           |                   |                  | 1        | 3 0                      | pipeline patrol                                |
|                | 3 0                  |       | 3 0           |                   |                  | 1        | 3 0                      | pipeline patrol                                |
|                | 1 0                  |       | 1 0           |                   |                  | 2        | 1 0                      | Maintenance Flight Solo                        |
|                | 1 0                  |       | 1 0           |                   |                  | 2        | 1 0                      | R44 Approach                                   |
|                | 3 0                  |       | 3 0           |                   |                  | 1        | 3 0                      | pipeline patrol                                |
| 2. 0           | 2. 0                 |       |               |                   | 2. 0             | 1        | 2. 0                     | Sim Training for Comm                          |
| 2 0            | 37 9                 | 0 0   | 34 9          |                   | 2 0              | 1        | 37 9                     |                                                |
| 0 0            | 132 4                | 3 6   | 96 2          |                   | 0 0              | 0        | 136 0                    |                                                |
| 2 0            | 170 3                | 3 6   | 131 1         |                   | 2 0              | 1        | 131 73 9                 |                                                |

I certify that the statements made by me on this form are true.

PILOT'S SIGNATURE

| YEAR<br>2024<br>DATE | AIRCRAFT<br>MAKE and<br>MODEL | AIRCRAFT<br>IDENTIFICATION<br>NUMBER | POINTS OF DEPARTURE &<br>ARRIVAL |     | AIRCRAFT CATEGORY and CLASSIFICATION |                                  |                          |         | TYPE OF PILOTING TIME |                      |                       |                         |
|----------------------|-------------------------------|--------------------------------------|----------------------------------|-----|--------------------------------------|----------------------------------|--------------------------|---------|-----------------------|----------------------|-----------------------|-------------------------|
|                      |                               |                                      | FROM                             | TO  | AIRPLANE<br>SINGLE ENGINE<br>LAND    | AIRPLANE<br>MULTI-ENGINE<br>LAND | ROTORCRAFT<br>HELICOPTER | Turbine | DUAL<br>RECEIVED      | PILOT-IN-<br>COMMAND | SECOND-IN-<br>COMMAND | AS FLIGHT<br>INSTRUCTOR |
| 5/23                 | AS350B3                       | 12124                                | DWH                              | DWH |                                      |                                  |                          | 05      | 05                    | 05                   | 06                    |                         |
| 5/28                 | R22                           | 266SH                                | DWH-HOU-TAH-DWH                  |     |                                      |                                  | 30                       |         |                       | 30                   |                       |                         |
| 6/2                  | R22                           | 266SH                                | DWH-HOU-TAH-DWH                  |     |                                      |                                  | 30                       |         |                       | 30                   |                       |                         |
| 6/9                  | R22                           | 266SH                                | DWH-HOU-TAH-DWH                  |     |                                      |                                  | 30                       |         |                       | 30                   |                       |                         |
| 6/9                  | Sim<br>SOCCBT                 | 93584                                | Sim                              | Sim |                                      |                                  | 21                       |         | 21                    | 21                   |                       |                         |
| 6/16                 | R22                           | 266SH                                | DWH-HOU-TAH-DWH                  |     |                                      |                                  | 30                       |         |                       | 30                   |                       |                         |
| 6/23                 | R22                           | 266SH                                | DWH-HOU-TAH-DWH                  |     |                                      |                                  | 30                       |         |                       | 30                   |                       |                         |
| 6/30                 | R22                           | 266SH                                | DWH-HOU-TAH-DWH                  |     |                                      |                                  | 30                       |         |                       | 30                   |                       |                         |
| 7/1                  | 300C                          | 811TT                                | DWH-LAKE CONROE-DWH              |     |                                      |                                  | 11                       |         |                       | 11                   |                       |                         |
| 7/2                  | 300C                          | 811TT                                | DWH-WPA-DWH                      |     |                                      |                                  | 10                       |         |                       | 10                   |                       |                         |
| 7/3                  | 300C                          | 811TT                                | DWH-LAKE CONROE-DWH              |     |                                      |                                  | 11                       |         |                       | 11                   |                       |                         |
| 7/7                  | R22                           | 266SH                                | DWH-HOU-TAH-DWH                  |     |                                      |                                  | 20                       |         |                       | 30                   |                       |                         |
| 7/13                 | R22                           | 266SH                                | DWH-WPA-DWH                      |     |                                      |                                  | 10                       |         | 10                    | 10                   |                       |                         |
| 7/13                 | R22                           | 266SH                                | DWH-WPA-DWH                      |     |                                      |                                  | 11                       |         | 11                    | 11                   |                       |                         |
| AS350=0.5            |                               |                                      |                                  |     | PAGE TOTAL                           |                                  | 28                       | 05      | 47                    | 28                   |                       |                         |
| R44=0                |                               |                                      |                                  |     | AMOUNT FORWARD                       |                                  | 173                      | 9       | 14                    | 3                    | 72                    | 104                     |
| R22=23.1             |                               |                                      |                                  |     | TOTAL TO DATE                        |                                  | 202                      | 8       | 14                    | 8                    | 76                    | 8                       |
| 300=3.2              |                               |                                      |                                  |     |                                      |                                  |                          |         |                       |                      |                       |                         |
| SIM=2.1              |                               |                                      |                                  |     |                                      |                                  |                          |         |                       |                      |                       |                         |

| GROUND<br>TRAINER | CONDITIONS OF FLIGHT |       |                   |
|-------------------|----------------------|-------|-------------------|
|                   | DAY                  | NIGHT | CROSS-<br>COUNTRY |
|                   | 05                   |       |                   |
|                   | 30                   |       | 3                 |
|                   | 30                   |       | 3                 |
|                   | 30                   |       | 3                 |
| 21                | 21                   |       |                   |
|                   | 30                   |       | 3                 |
|                   | 30                   |       | 3                 |
|                   | 30                   |       | 1                 |
|                   | 11                   |       | 1                 |
|                   | 10                   |       |                   |
|                   | 11                   |       | 1                 |
|                   | 30                   |       | 3                 |
|                   | 10                   |       |                   |
|                   | 11                   |       |                   |
| 21                | 28                   | 0     | 23                |
| 20                | 170                  | 33    | 6131              |
| 41                | 199                  | 23    | 6154              |

| YEAR<br>2014<br>DATE | AIRCRAFT<br>MAKE and<br>MODEL | AIRCRAFT<br>IDENTIFICATION<br>NUMBER | POINTS OF DEPARTURE &<br>ARRIVAL |         | AIRCRAFT CATEGORY and CLASSIFICATION |                                  |                          |         | TYPE OF PILOTING TIME |                      |                       |                         |
|----------------------|-------------------------------|--------------------------------------|----------------------------------|---------|--------------------------------------|----------------------------------|--------------------------|---------|-----------------------|----------------------|-----------------------|-------------------------|
|                      |                               |                                      | FROM                             | TO      | AIRPLANE<br>SINGLE ENGINE<br>LAND    | AIRPLANE<br>MULTI-ENGINE<br>LAND | ROTORCRAFT<br>HELICOPTER | Turbine | DUAL<br>RECEIVED      | PILOT-IN-<br>COMMAND | SECOND-IN-<br>COMMAND | AS FLIGHT<br>INSTRUCTOR |
| 5/23                 | AS350B3                       | 12124                                | DWH                              | DWH     |                                      |                                  |                          |         |                       |                      |                       |                         |
| 5/28                 | R22                           | 266SH                                | DWH-HOU                          | IAH-DWH |                                      |                                  |                          | 05 05   | 05                    | 06                   |                       |                         |
| 6/2                  | R22                           | 266SH                                | DWH-HOU                          | IAH-DWH |                                      |                                  |                          | 30      |                       | 30                   |                       |                         |
| 6/9                  | R22                           | 266SH                                | DWH-HOU                          | IAH-DWH |                                      |                                  |                          | 30      |                       | 30                   |                       |                         |
| 6/9                  | Sim                           | 93584                                | Sim                              | Sim     |                                      |                                  |                          | 30      |                       | 30                   |                       |                         |
| 6/16                 | R22                           | 266SH                                | DWH-HOU                          | IAH-DWH |                                      |                                  |                          | 21      | 21                    | 21                   |                       |                         |
| 6/23                 | R22                           | 266SH                                | DWH-HOU                          | IAH-DWH |                                      |                                  |                          | 30      |                       | 30                   |                       |                         |
| 6/30                 | R22                           | 266SH                                | DWH-HOU                          | IAH-DWH |                                      |                                  |                          | 30      |                       | 30                   |                       |                         |
| 7/1                  | 300C                          | 811TT                                | DWH-LAKE CONROE-DWH              |         |                                      |                                  |                          | 11      |                       | 11                   |                       |                         |
| 7/2                  | 300C                          | 811TT                                | DWH-WPA-DWH                      |         |                                      |                                  |                          | 10      |                       | 10                   |                       |                         |
| 7/3                  | 300C                          | 811TT                                | DWH-LAKE CONROE-DWH              |         |                                      |                                  |                          | 11      |                       | 11                   |                       |                         |
| 7/7                  | R22A                          | 266SH                                | DWH-HOU                          | IAH-DWH |                                      |                                  |                          | 30      |                       | 30                   |                       |                         |
| 7/13                 | R22                           | 266SH                                | DWH-WPA-DWH                      |         |                                      |                                  |                          | 10      | 10                    | 10                   |                       |                         |
| 7/13                 | R22                           | 266SH                                | DWH-WPA-DWH                      |         |                                      |                                  |                          | 11      | 11                    | 11                   |                       |                         |
| AS350=0.5            |                               |                                      |                                  |         | PAGE TOTAL                           |                                  |                          | 288     | 05                    | 47                   | 288                   |                         |
| R44=0                |                               |                                      |                                  |         | AMOUNT FORWARD                       |                                  |                          | 1739    | 143                   | 721                  | 1048                  |                         |
| R22=23.1             |                               |                                      |                                  |         | TOTAL TO DATE                        |                                  |                          | 2028    | 148                   | 768                  | 1338                  |                         |
| 300=3.2              |                               |                                      |                                  |         |                                      |                                  |                          |         |                       |                      |                       |                         |
| Sim=2.1              |                               |                                      |                                  |         |                                      |                                  |                          |         |                       |                      |                       |                         |

| GROUND<br>TRAINER | CONDITIONS OF FLIGHT |       |     | CROSS-<br>COUNTRY |
|-------------------|----------------------|-------|-----|-------------------|
|                   | DAY                  | NIGHT |     |                   |
|                   | 05                   |       |     |                   |
|                   | 30                   |       |     | 30                |
|                   | 30                   |       |     | 30                |
|                   | 30                   |       |     | 30                |
| 21                | 21                   |       |     |                   |
|                   | 30                   |       |     | 30                |
|                   | 30                   |       |     | 30                |
|                   | 30                   |       |     | 30                |
|                   | 11                   |       |     | 11                |
|                   | 10                   |       |     |                   |
|                   | 11                   |       |     | 11                |
|                   | 30                   |       |     | 30                |
|                   | 10                   |       |     |                   |
|                   | 11                   |       |     |                   |
| 21                | 288                  | 00    | 23  | 7                 |
| 20                | 1703                 | 33    | 6   | 131               |
| 41                | 1992                 | 36    | 154 | 8                 |

| TYPE OF PILOTING TIME |                  |                   |                      |  |  |  |  |
|-----------------------|------------------|-------------------|----------------------|--|--|--|--|
| DUAL RECEIVED         | PILOT-IN-COMMAND | SECOND-IN-COMMAND | AS FLIGHT INSTRUCTOR |  |  |  |  |
| 05                    | 06               | 30                |                      |  |  |  |  |
|                       | 30               | 00                |                      |  |  |  |  |
|                       | 30               | 00                |                      |  |  |  |  |
|                       | 30               | 00                |                      |  |  |  |  |
| 21                    | 21               |                   |                      |  |  |  |  |
|                       | 30               | 00                |                      |  |  |  |  |
|                       | 30               | 00                |                      |  |  |  |  |
|                       | 30               | 00                |                      |  |  |  |  |
|                       | 11               | 11                |                      |  |  |  |  |
|                       | 10               | 00                |                      |  |  |  |  |
|                       | 11               | 11                |                      |  |  |  |  |
|                       | 30               | 00                |                      |  |  |  |  |
| 10                    | 10               | 00                |                      |  |  |  |  |
| 11                    | 11               | 11                |                      |  |  |  |  |
| 47                    | 0289             |                   |                      |  |  |  |  |
| 721                   | 1048             |                   |                      |  |  |  |  |
| 768                   | 1337             |                   |                      |  |  |  |  |

| GROUND TRAINER | CONDITIONS OF FLIGHT |       |               |  | ACTUAL INSTRUMENT | SIMULATED INSTRUMENT | NO. INSTR. APPR. | NO. LDG. | TOTAL DURATION OF FLIGHT | REMARKS PROCEDURES, MANEUVERS, ENDORSEMENTS |
|----------------|----------------------|-------|---------------|--|-------------------|----------------------|------------------|----------|--------------------------|---------------------------------------------|
|                | DAY                  | NIGHT | CROSS-COUNTRY |  |                   |                      |                  |          |                          |                                             |
|                | 05                   |       |               |  | 308255            | 3083015              | 6                | 1        | 05                       | Hover Auto, Full Auto, pickups & set down   |
|                | 30                   |       | 30            |  |                   | 05                   | 1                | 1        | 30                       | pipeline patrol                             |
|                | 30                   |       | 30            |  |                   | 05                   | 1                | 1        | 30                       | pipeline patrol                             |
|                | 30                   |       | 30            |  |                   | 05                   | 1                | 1        | 30                       | pipeline patrol                             |
| 21             | 21                   |       |               |  |                   | 21                   | 3                | 3        | 21                       | Sim Training                                |
|                | 30                   |       | 30            |  |                   | 05                   | 1                | 1        | 30                       | pipeline patrol                             |
|                | 30                   |       | 30            |  |                   | 05                   | 1                | 1        | 30                       | pipeline patrol                             |
|                | 30                   |       | 30            |  |                   | 05                   | 1                | 1        | 30                       | pipeline patrol                             |
|                | 11                   |       | 11            |  |                   | 11                   | 2                | 2        | 11                       | customer Machine pickup solo                |
|                | 10                   |       |               |  |                   | 10                   | 8                | 8        | 10                       | Compass Adjustment                          |
|                | 11                   |       | 11            |  |                   | 11                   | 3                | 3        | 11                       | customer pickup 1/2 solo                    |
|                | 30                   |       | 30            |  |                   | 05                   | 1                | 1        | 30                       | pipeline patrol                             |
|                | 10                   |       |               |  |                   | 10                   | 4                | 4        | 10                       | RZZ EP'S                                    |
|                | 11                   |       | 11            |  |                   | 11                   | 5                | 5        | 11                       | RZZ EP'S                                    |
| 21             | 289                  | 1050  | 237           |  |                   | 21                   | 38               | 38       | 288                      |                                             |
| 20             | 1703                 | 336   | 1511          |  |                   | 20                   | 317              | 13       | 1739                     |                                             |
| 41             | 1992                 | 300   | 1548          |  |                   | 41                   | 205              | 13       | 2028                     |                                             |

I certify that the statements made by me on this form are true.

PILOT'S SIGNATURE

273

| YEAR<br>2014<br>DATE | AIRCRAFT<br>MAKE and<br>MODEL | AIRCRAFT<br>IDENTIFICATION<br>NUMBER | POINTS OF DEPARTURE &<br>ARRIVAL |             | AIRCRAFT CATEGORY and CLASSIFICATION |                                  |                          |         | TYPE OF PILOTING TIME |                      |                       |                         |
|----------------------|-------------------------------|--------------------------------------|----------------------------------|-------------|--------------------------------------|----------------------------------|--------------------------|---------|-----------------------|----------------------|-----------------------|-------------------------|
|                      |                               |                                      | FROM                             | TO          | AIRPLANE<br>SINGLE ENGINE<br>LAND    | AIRPLANE<br>MULTI-ENGINE<br>LAND | ROTORCRAFT<br>HELICOPTER | Turbine | DUAL<br>RECEIVED      | PILOT-IN-<br>COMMAND | SECOND-IN-<br>COMMAND | AS FLIGHT<br>INSTRUCTOR |
| 7/14                 | R22                           | 266SH                                | DWH-HOU                          | IAH-DWH     |                                      |                                  | 3 0                      |         |                       | 3 0                  |                       |                         |
| 7/15                 | 300C                          | 811TT                                | DWH-HOU                          | IAH-DWH     |                                      |                                  | 3 2                      |         |                       | 3 2                  |                       |                         |
| 7/16                 | R22                           | 266SH                                | DWH-DWH                          |             |                                      |                                  | 1 0                      |         | 1 0                   | 1 0                  |                       |                         |
| 7/17                 | 300C                          | 811TT                                | DWH-HOU                          | IAH-EFD-DWH |                                      |                                  | 3 1                      |         |                       | 3 1                  |                       |                         |
| 7/21                 | 300C                          | 811TT                                | DWH-HOU                          | IAH-EFD-DWH |                                      |                                  | 3 0                      |         |                       | 3 0                  |                       |                         |
| 7/25                 | 300C                          | 811TT                                | DWH-HOU                          | IAH-EFD-DWH |                                      |                                  | 3 5                      |         |                       | 3 5                  |                       |                         |
| 7/25                 | R44II                         | 506K9                                | DWH-DWH                          |             |                                      |                                  | 1 0                      |         | 1 0                   | 1 0                  |                       |                         |
| 8/4                  | R22                           | 266SH                                | DWH-HOU                          | IAH-EFD-DWH |                                      |                                  | 3 0                      |         |                       | 3 0                  |                       |                         |
| 8/11                 | 300C                          | 811TT                                | DWH-HOU                          | IAH-EFD-DWH |                                      |                                  | 3 0                      |         |                       | 3 0                  |                       |                         |
| 8/11                 | 300BT                         | 16300                                | DWH-DWH                          |             |                                      |                                  | 0 5                      |         |                       | 0 5                  |                       |                         |
| 8/19                 | 300C                          | 811TT                                | DWH-HOU                          | EFD-IAH-DWH |                                      |                                  | 3 1                      |         |                       | 3 1                  |                       |                         |
| 8/15                 | R22                           | 266SH                                | DWH-HOU                          | DWH         |                                      |                                  | 1 5                      |         |                       | 1 5                  |                       |                         |
| 8/18                 | R22                           | 266SH                                | DWH-HOU                          | IAH-EFD-DWH |                                      |                                  | 3 0                      |         |                       | 3 0                  |                       |                         |
| 8/18                 | R22                           | 266SH                                | DWH-DWH                          |             |                                      |                                  | 1 0                      |         |                       | 1 0                  |                       |                         |
| 300 = 19.4           |                               |                                      |                                  |             | PAGE TOTAL                           |                                  | 32 9                     |         | 2 0                   | 0 30 9               |                       |                         |
| R22 = 12.5           |                               |                                      |                                  |             | AMOUNT FORWARD                       |                                  | 202 9                    | 14 8    | 76 8                  | 123 7                |                       |                         |
| R44 = 1.0            |                               |                                      |                                  |             | TOTAL TO DATE                        |                                  | 235 8                    | 14 8    | 79 8                  | 156 6                |                       |                         |

| GROUND<br>TRAINER | CONDITIONS OF FLIGHT |       |  | CROSS-<br>COUNTRY |
|-------------------|----------------------|-------|--|-------------------|
|                   | DAY                  | NIGHT |  |                   |
|                   | 3 0                  |       |  | 3 0               |
|                   | 3 2                  |       |  | 3 2               |
|                   | 1 0                  |       |  |                   |
|                   | 3 1                  |       |  | 3 1               |
|                   | 3 0                  |       |  | 3 0               |
|                   | 3 5                  |       |  | 3 5               |
|                   | 1 0                  |       |  | 1 0               |
|                   | 3 0                  |       |  | 3 0               |
|                   | 3 0                  |       |  | 3 0               |
|                   | 0 5                  |       |  |                   |
|                   | 3 1                  |       |  | 3 1               |
|                   | 1 5                  |       |  | 1 5               |
|                   | 3 0                  |       |  | 3 0               |
|                   | 1 0                  |       |  |                   |
|                   | 32 9                 | 0 0   |  | 30 4              |
| 4 1               | 199 2                | 3 6   |  | 154 8             |
| 4 1               | 232 1                | 3 6   |  | 185 2             |

| TYPE OF PILOTING TIME |    |   |                  |    |                   |  |                      |  |  |
|-----------------------|----|---|------------------|----|-------------------|--|----------------------|--|--|
| DUAL RECEIVED         |    |   | PILOT-IN-COMMAND |    | SECOND-IN-COMMAND |  | AS FLIGHT INSTRUCTOR |  |  |
| bim                   |    |   | 3                | 0  |                   |  |                      |  |  |
|                       |    |   | 3                | 2  |                   |  |                      |  |  |
|                       | 1  | 0 | 1                | 0  |                   |  |                      |  |  |
|                       |    |   | 3                | 1  |                   |  |                      |  |  |
|                       |    |   | 3                | 0  |                   |  |                      |  |  |
|                       |    |   | 3                | 5  |                   |  |                      |  |  |
|                       | 1  | 0 | 1                | 0  |                   |  |                      |  |  |
|                       |    |   | 3                | 0  |                   |  |                      |  |  |
|                       |    |   | 3                | 0  |                   |  |                      |  |  |
|                       |    |   | 0                | 5  |                   |  |                      |  |  |
|                       |    |   | 3                | 1  |                   |  |                      |  |  |
|                       |    |   | 1                | 5  |                   |  |                      |  |  |
|                       |    |   | 3                | 0  |                   |  |                      |  |  |
|                       |    |   | 1                | 0  |                   |  |                      |  |  |
|                       | 2  | 0 | 0                | 30 | 9                 |  |                      |  |  |
| 8                     | 76 | 8 | 123              | 7  |                   |  |                      |  |  |
| 8                     | 79 | 8 | 156              | 6  |                   |  |                      |  |  |

| GROUND TRAINER | CONDITIONS OF FLIGHT |     |       |   |               |                   | NO. INSTR. APPR. | NO. LDG. | TOTAL DURATION OF FLIGHT | REMARKS<br>PROCEDURES, MANEUVERS, ENDORSEMENTS |
|----------------|----------------------|-----|-------|---|---------------|-------------------|------------------|----------|--------------------------|------------------------------------------------|
|                | DAY                  |     | NIGHT |   | CROSS-COUNTRY | ACTUAL INSTRUMENT |                  |          |                          |                                                |
|                | 3                    | 0   | 0     | 2 | 30            |                   |                  | 1        | 30                       | Pipeline patrol                                |
|                | 3                    | 2   | 5     | 2 | 32            |                   |                  | 2        | 32                       | pipeline patrol                                |
|                | 1                    | 0   |       |   |               |                   |                  | 3        | 10                       | R22 EP's                                       |
|                | 3                    | 1   |       |   | 31            |                   |                  | 2        | 31                       | pipeline patrol                                |
|                | 3                    | 0   |       |   | 30            |                   |                  | 2        | 30                       | Pipeline patrol                                |
|                | 3                    | 5   |       |   | 35            |                   |                  | 2        | 35                       | pipeline patrol                                |
|                | 1                    | 0   |       |   | 10            |                   |                  | 6        | 10                       | Full Down Autos, speed Auto                    |
|                | 3                    | 0   |       |   | 30            |                   |                  | 1        | 30                       | pipeline patrol                                |
|                | 3                    | 0   |       |   | 30            |                   |                  | 2        | 30                       | pipeline patrol                                |
|                | 0                    | 5   |       |   | 05            |                   |                  | 2        | 05                       | Maintenance flight solo                        |
|                | 3                    | 1   |       |   | 31            |                   |                  | 2        | 31                       | pipeline patrol                                |
|                | 1                    | 5   |       |   | 15            |                   |                  | 2        | 15                       | part pickup solo                               |
|                | 3                    | 0   |       |   | 30            |                   |                  | 2        | 30                       | pipeline patrol                                |
|                | 1                    | 0   |       |   | 10            |                   |                  | 8        | 10                       | 10 Hour pig sign off EP's                      |
|                | 3                    | 2   | 9     | 0 | 30            | 4                 |                  | 37       | 32                       | 9                                              |
| 4              | 1                    | 199 | 2     | 3 | 6             | 8/54              | 8                | 13       | 202                      | 8                                              |
| 4              | 1                    | 232 | 1     | 3 | 6             | 785               | 2                | 13       | 235                      | 8                                              |

I certify that the statements made by me on this form are true.

PILOT'S SIGNATURE

| YEAR<br>2014<br>DATE | AIRCRAFT<br>MAKE and<br>MODEL | AIRCRAFT<br>IDENTIFICATION<br>NUMBER | POINTS OF DEPARTURE &<br>ARRIVAL |    | AIRCRAFT CATEGORY and CLASSIFICATION |                                  |                          |         | TYPE OF PILOTING TIME |                      |                       |                         |
|----------------------|-------------------------------|--------------------------------------|----------------------------------|----|--------------------------------------|----------------------------------|--------------------------|---------|-----------------------|----------------------|-----------------------|-------------------------|
|                      |                               |                                      | FROM                             | TO | AIRPLANE<br>SINGLE ENGINE<br>LAND    | AIRPLANE<br>MULTI-ENGINE<br>LAND | ROTORCRAFT<br>HELICOPTER | Turbine | DUAL<br>RECEIVED      | PILOT-IN-<br>COMMAND | SECOND-IN-<br>COMMAND | AS FLIGHT<br>INSTRUCTOR |
| 8/24                 | 300C                          | 811TT                                | DWH-TAH-HOU-TAH-DWH              |    |                                      |                                  |                          |         | 3 0                   | 6 1                  |                       |                         |
| 8/23                 | <del>811H</del> 300C          | 811TT                                | DWH-BB-DWH                       |    |                                      |                                  |                          |         | 1 5                   | 2 1                  |                       |                         |
| 8/25                 | R22                           | 266SH                                | DWH-TAH-HOU-TAH-DWH              |    |                                      |                                  |                          |         | 3 0                   | 0 8                  |                       |                         |
| 8/25                 | 300C                          | 300AR                                | DWH-DWH                          |    |                                      |                                  |                          |         | 1 0                   | 0 1                  |                       |                         |
| 8/25                 | 300C                          | 300AR                                | DWH-DWH                          |    |                                      |                                  |                          |         | 1 5                   | 2 1                  |                       |                         |
| 8/28                 | 300C                          | 811TT                                | DWH-TAH-HOU-TAH-DWH              |    |                                      |                                  |                          |         | 3 0                   | 0 8                  |                       |                         |
| 9/2                  | R22                           | 266SH                                | DWH-TAH-HOU-TAH-DWH              |    |                                      |                                  |                          |         | 3 0                   | 0 8                  |                       |                         |
| 9/4                  | 300C                          | 300AR                                | DWH-DWH                          |    |                                      |                                  |                          |         | 6 7                   | 5 6                  |                       |                         |
| 9/5                  | R22                           | 266SH                                | DWH-TAH-HOU-TAH-DWH              |    |                                      |                                  |                          |         | 3 0                   | 0 8                  |                       |                         |
| 9/8                  | R22                           | 266SH                                | DWH-TAH-HOU-TAH-DWH              |    |                                      |                                  |                          |         | 3 0                   | 0 8                  |                       |                         |
| 9/11                 | R22                           | 266SH                                | DWH-TAH-HOU-TAH-DWH              |    |                                      |                                  |                          |         | 3 0                   | 0 8                  |                       |                         |
| 9/15                 | R22                           | 266SH                                | DWH-TAH-HOU-TAH-DWH              |    |                                      |                                  |                          |         | 3 0                   | 0 8                  |                       |                         |
| 9/16                 | R22                           | 266SH                                | DWH-HOU-DWH                      |    |                                      |                                  |                          |         | 1 5                   | 2 1                  |                       |                         |
| 9/18                 | R22                           | 266SH                                | DWH-TAH-HOU-TAH-DWH              |    |                                      |                                  |                          |         | 3 0                   | 0 8                  |                       |                         |
| 300=16.7             |                               |                                      |                                  |    | PAGE TOTAL                           |                                  |                          |         | 39 2                  | 034 2                | 9 8                   |                         |
| R22=22.5             |                               |                                      |                                  |    | AMOUNT FORWARD                       |                                  |                          |         | 235 8                 | 14 8                 | 79 8                  | 156 6                   |
| R44=0                |                               |                                      |                                  |    | TOTAL TO DATE                        |                                  |                          |         | 275 0                 | 14 8                 | 79 8                  | 175 8                   |

| GROUND<br>TRAINER | CONDITIONS OF FLIGHT |       |  | CROSS-<br>COUNTRY |
|-------------------|----------------------|-------|--|-------------------|
|                   | DAY                  | NIGHT |  |                   |
|                   | 3 0                  | 0 8   |  | 3 0               |
|                   | 1 5                  | 2 1   |  |                   |
|                   | 3 0                  |       |  | 3 0               |
|                   | 1 0                  |       |  |                   |
|                   | 1 5                  | 2 1   |  |                   |
|                   | 3 0                  | 0 8   |  | 3 0               |
|                   | 3 0                  | 0 8   |  | 3 0               |
|                   | 6 7                  | 5 6   |  |                   |
|                   | 3 0                  | 0 8   |  | 3 0               |
|                   | 3 0                  | 0 8   |  | 3 0               |
|                   | 3 0                  | 0 8   |  | 3 0               |
|                   | 3 0                  | 0 8   |  | 3 0               |
|                   | 3 0                  | 0 8   |  | 3 0               |
|                   | 1 5                  | 2 1   |  | 1 5               |
|                   | 3 0                  | 0 8   |  | 3 0               |
|                   | 39 2                 | 0 0   |  | 28 5              |
| 4 1               | 232 1                | 3 6   |  | 185 2             |
| 4 1               | 271 3                | 3 6   |  | 213 7             |

| TYPE OF PILOTING TIME |                  |                   |                      |  |  |
|-----------------------|------------------|-------------------|----------------------|--|--|
| DUAL RECEIVED         | PILOT-IN-COMMAND | SECOND-IN-COMMAND | AS FLIGHT INSTRUCTOR |  |  |
|                       | 30               | 00                |                      |  |  |
|                       | 15               | 00                |                      |  |  |
|                       | 30               | 00                |                      |  |  |
|                       | 10               | 00                |                      |  |  |
|                       | 15               | 00                |                      |  |  |
|                       | 30               | 00                |                      |  |  |
|                       | 30               | 00                |                      |  |  |
|                       | 67               | 00                |                      |  |  |
|                       | 30               | 00                |                      |  |  |
|                       | 30               | 00                |                      |  |  |
|                       | 30               | 00                |                      |  |  |
|                       | 30               | 00                |                      |  |  |
|                       | 15               | 00                |                      |  |  |
|                       | 30               | 00                |                      |  |  |
|                       | 0392             | 00                |                      |  |  |
| 79 8                  | 15676            | 15676             |                      |  |  |
| 79 8                  | 17518            | 17518             |                      |  |  |

| GROUND TRAINER | CONDITIONS OF FLIGHT |       |               |                              | NO. INSTR. APPR. | NO. LDG. DAY/NIGHT | TOTAL DURATION OF FLIGHT       | REMARKS<br>PROCEDURES, MANEUVERS, ENDORSEMENTS |
|----------------|----------------------|-------|---------------|------------------------------|------------------|--------------------|--------------------------------|------------------------------------------------|
|                | DAY                  | NIGHT | CROSS-COUNTRY | ACTUAL INSTRUMENT<br>3018701 |                  |                    |                                |                                                |
|                | 30                   | 00    | 30            |                              |                  | 2                  | 30 pipeline patrol             |                                                |
|                | 15                   | 00    |               |                              |                  | 2                  | 15 Tool Drop off               | Solo                                           |
|                | 30                   | 00    | 30            |                              |                  | 1                  | 30 pipeline patrol             |                                                |
|                | 10                   | 00    |               |                              |                  | 6                  | 10 Maintenance flight          |                                                |
|                | 15                   | 00    |               |                              |                  | 5                  | 15 Track & Balance             | Solo                                           |
|                | 30                   | 00    | 30            |                              |                  | 2                  | 30 pipeline patrol             |                                                |
|                | 30                   | 00    | 30            |                              |                  | 1                  | 30 pipeline patrol             |                                                |
|                | 67                   | 00    |               |                              |                  | 5                  | 67 Maintenance track & Balance |                                                |
|                | 30                   | 00    | 30            |                              |                  | 2                  | 30 pipeline patrol             |                                                |
|                | 30                   | 00    | 30            |                              |                  | 2                  | 30 pipeline patrol             |                                                |
|                | 30                   | 00    | 30            |                              |                  | 2                  | 30 pipeline patrol             |                                                |
|                | 30                   | 00    | 30            |                              |                  | 2                  | 30 pipeline patrol             |                                                |
|                | 15                   | 00    | 15            |                              |                  | 3                  | 15 Parts pickup                | Solo                                           |
|                | 30                   | 00    | 30            |                              |                  | 2                  | 30 pipeline patrol             |                                                |
|                | 392                  | 00    | 285           |                              |                  | 47/6               | 392                            |                                                |
| 4 1            | 232                  | 1     | 3076          | 7852                         | 8                | 407/13             | 2358                           |                                                |
| 4 1            | 271                  | 3     | 306           | 2137                         | 8                | 427/437            | 2750                           |                                                |

I certify that the statements made by me on this form are true.

PILOT'S SIGNATURE

| YEAR<br>2014<br>DATE | AIRCRAFT<br>MAKE and<br>MODEL | AIRCRAFT<br>IDENTIFICATION<br>NUMBER | POINTS OF DEPARTURE &<br>ARRIVAL |    | AIRCRAFT CATEGORY and CLASSIFICATION |                                  |                          |         | TYPE OF PILOTING TIME |                      |                       |                         |
|----------------------|-------------------------------|--------------------------------------|----------------------------------|----|--------------------------------------|----------------------------------|--------------------------|---------|-----------------------|----------------------|-----------------------|-------------------------|
|                      |                               |                                      | FROM                             | TO | AIRPLANE<br>SINGLE ENGINE<br>LAND    | AIRPLANE<br>MULTI-ENGINE<br>LAND | ROTORCRAFT<br>HELICOPTER | Turbine | DUAL<br>RECEIVED      | PILOT-IN-<br>COMMAND | SECOND-IN-<br>COMMAND | AS FLIGHT<br>INSTRUCTOR |
| 9/22                 | R22                           | Z66SH                                | DWH-TAH-HOU-EFD-DWH              |    |                                      |                                  | 3 0                      |         | 0 1                   | 3 0                  | 0 0                   |                         |
| 9/25                 | Z69C<br><del>300AR</del>      | 300AR                                | DWH-TAH-HOU-EFD-DWH              |    |                                      |                                  | 3 8                      |         | 8 0                   | 3 8                  | 0 0                   |                         |
| 9/29                 | R22                           | Z66SH                                | DWH-TAH-HOU-EFD-DWH              |    |                                      |                                  | 3 0                      |         | 0 0                   | 3 0                  | 0 0                   |                         |
| 10/2                 | Z69C                          | 300AR                                | DWH-TAH-HOU-EFD-DWH              |    |                                      |                                  | 3 2                      |         | 0 0                   | 3 2                  | 0 0                   |                         |
| 10/6                 | R22                           | Z66SH                                | DWH-TAH-HOU-EFD-DWH              |    |                                      |                                  | 3 0                      |         | 0 0                   | 3 0                  | 0 0                   |                         |
| 10/7                 | R22                           | Z66SH                                | DWH-CONROZ-DWH                   |    |                                      |                                  | 1 1                      |         |                       | 1 1                  | 0 0                   |                         |
| 10/9                 | Z69C                          | 300AR                                | DWH-TAH-HOU-EFD-DWH              |    |                                      |                                  | 3 0                      |         | 0 0                   | 3 0                  | 0 0                   |                         |
| 10/12                | R22                           | Z66SH                                | DWH-TAH-HOU-EFD-DWH              |    |                                      |                                  | 3 0                      |         | 0 0                   | 3 0                  | 0 0                   |                         |
| 10/13                | Z69C                          | 300AR                                | DWH-DWH                          |    |                                      |                                  | 0 5                      |         |                       | 0 5                  | 0 0                   |                         |
| 10/15                | Z69C                          | 300AR                                | DWH-DWH                          |    |                                      |                                  | 0 5                      |         |                       | 0 5                  | 0 0                   |                         |
| 10/16                | Z69C                          | 300AR                                | DWH-TAH-HOU-EFD-DWH              |    |                                      |                                  | 3 0                      |         | 0 0                   | 3 0                  | 0 0                   |                         |
| 10/16                | Z69C                          | 300AR                                | DWH-DWH                          |    |                                      |                                  | 0 5                      |         |                       | 0 5                  | 0 0                   |                         |
| 10/18                | R22                           | Z66SH                                | DWH-HOU-DWH                      |    |                                      |                                  | 1 0                      |         |                       | 1 0                  | 0 0                   |                         |
| 10/19                | R44                           | 950HT                                | DWH-GR3-GIS-DWH                  |    |                                      |                                  | 2 2                      |         | 2 2                   | 0 0                  | 0 0                   |                         |
| 300 = 14.5           |                               |                                      |                                  |    | PAGE TOTAL                           |                                  | 30 8                     |         | 2 2                   | 0 28 6               | 0 0                   |                         |
| R22 = 14.1           |                               |                                      |                                  |    | AMOUNT FORWARD                       |                                  | 275 0                    |         | 275 0                 | 14 8 79 8            | 175 8                 |                         |
| R44 = 2.2            |                               |                                      |                                  |    | TOTAL TO DATE                        |                                  | 305 8                    | 14 8    | 82 0                  | 224 14               | 1 50 1                |                         |

| GROUND<br>TRAINER | CONDITIONS OF FLIGHT |        |  |  | CROSS-<br>COUNTRY |
|-------------------|----------------------|--------|--|--|-------------------|
|                   | DAY                  | NIGHT  |  |  |                   |
|                   | 3 0                  | 0 0    |  |  | 3                 |
|                   | 3 8                  | 0 0    |  |  | 3                 |
|                   | 3 0                  | 0 0    |  |  | 3                 |
|                   | 3 2                  | 0 0    |  |  | 3                 |
|                   | 3 0                  | 0 0    |  |  | 3                 |
|                   | 1 1                  | 0 0    |  |  | 1                 |
|                   | 3 0                  | 0 0    |  |  | 3                 |
|                   | 0 5                  | 0 0    |  |  |                   |
|                   | 0 5                  | 0 0    |  |  |                   |
|                   | 3 0                  | 0 0    |  |  | 3                 |
|                   | 0 5                  | 0 0    |  |  |                   |
|                   | 1 0                  | 0 0    |  |  |                   |
|                   | 2 2                  | 0 0    |  |  | 2                 |
|                   | 30 8                 | 0 0    |  |  | 28                |
| 4                 | 1 271 3              | 3 2 6  |  |  | 213               |
| 4                 | 1 302 1              | 10 1 6 |  |  | 842               |

| TYPE OF PILOTING TIME |                  |                   |                      |
|-----------------------|------------------|-------------------|----------------------|
| DUAL RECEIVED         | PILOT-IN-COMMAND | SECOND-IN-COMMAND | AS FLIGHT INSTRUCTOR |
|                       | 30               |                   |                      |
|                       | 38               |                   |                      |
|                       | 36               |                   |                      |
|                       | 32               |                   |                      |
|                       | 30               |                   |                      |
|                       | 11               |                   |                      |
|                       | 30               |                   |                      |
|                       | 30               |                   |                      |
|                       | 05               |                   |                      |
|                       | 05               |                   |                      |
|                       | 30               |                   |                      |
|                       | 05               |                   |                      |
|                       | 10               |                   |                      |
| 222                   |                  | 55                |                      |
| 222                   | 0286             |                   |                      |
| 798                   | 1958             |                   |                      |
| 800                   | 22414            |                   |                      |

| GROUND TRAINER | CONDITIONS OF FLIGHT |       |               |                   | NO. INSTR. APPR. | NO. LDG. DAY NIGHT | TOTAL DURATION OF FLIGHT | REMARKS PROCEDURES, MANEUVERS, ENDORSEMENTS |
|----------------|----------------------|-------|---------------|-------------------|------------------|--------------------|--------------------------|---------------------------------------------|
|                | DAY                  | NIGHT | CROSS-COUNTRY | ACTUAL INSTRUMENT |                  |                    |                          |                                             |
|                | 30                   |       | 30            |                   |                  | 2                  | 30                       | pipeline patrol                             |
|                | 38                   |       | 38            |                   |                  | 2                  | 38                       | pipeline patrol                             |
|                | 30                   |       | 30            |                   |                  | 2                  | 30                       | pipeline patrol                             |
|                | 32                   |       | 32            |                   |                  | 2                  | 32                       | pipeline patrol                             |
|                | 30                   |       | 30            |                   |                  | 2                  | 30                       | pipeline patrol                             |
|                | 11                   |       | 11            |                   |                  | 3                  | 11                       | customer pickup 1/2 solo                    |
|                | 30                   |       | 30            |                   |                  | 2                  | 30                       | pipeline patrol                             |
|                | 30                   |       | 30            |                   |                  | 2                  | 30                       | pipeline patrol                             |
|                | 05                   |       |               |                   |                  | 2                  | 05                       | Maintenance flight solo                     |
|                | 05                   |       |               |                   |                  | 2                  | 05                       | Maintenance flight solo                     |
|                | 30                   |       | 30            |                   |                  | 2                  | 30                       | pipeline patrol                             |
|                | 05                   |       |               |                   |                  | 1                  | 05                       | Maintenance flight solo                     |
|                | 10                   |       |               |                   |                  | 3                  | 10                       | Downtown flight                             |
|                | 22                   |       | 22            |                   |                  | 3                  | 22                       | Commercial & country                        |
|                | 308                  | 00    | 283           |                   |                  | 28                 | 308                      |                                             |
| 4              | 1 271                | 3     | 320           | 213               | 7                | 487/13             | 2750                     |                                             |
| 4              | 1 302                | 1     | 310           | 242               | 8                | 467/13             | 3058                     |                                             |

I certify that the statements made by me on this form are true.

PILOT'S SIGNATURE

| YEAR<br>2014<br>DATE | AIRCRAFT<br>MAKE and<br>MODEL | AIRCRAFT<br>IDENTIFICATION<br>NUMBER | POINTS OF DEPARTURE &<br>ARRIVAL |     | AIRCRAFT CATEGORY and CLASSIFICATION |                                  |                          |         | TYPE OF PILOTING TIME |                      |                       |                         |
|----------------------|-------------------------------|--------------------------------------|----------------------------------|-----|--------------------------------------|----------------------------------|--------------------------|---------|-----------------------|----------------------|-----------------------|-------------------------|
|                      |                               |                                      | FROM                             | TO  | AIRPLANE<br>SINGLE ENGINE<br>LAND    | AIRPLANE<br>MULTI-ENGINE<br>LAND | ROTORCRAFT<br>HELICOPTER | Turbine | DUAL<br>RECEIVED      | PILOT-IN-<br>COMMAND | SECOND-IN-<br>COMMAND | AS FLIGHT<br>INSTRUCTOR |
| 10/20                | R22                           | 266SH                                | DWH-IAH-HOU-EFD                  | DWH |                                      |                                  | 3                        | 0       |                       | 3                    | 0                     |                         |
| 10/23                | 300C                          | 300AR                                | DWH-IAH-HOU-EFD                  | DWH |                                      |                                  | 3                        | 0       |                       | 3                    | 0                     |                         |
| 10/29                | R44II                         | 950HT                                | DWH                              | DWH |                                      |                                  | 1                        | 1       | 1                     | 1                    |                       |                         |
| 11/10                | R22                           | 266SH                                | DWH-IAH-HOU-EFD                  |     |                                      |                                  | 3                        | 0       |                       | 3                    | 0                     |                         |
| 11/13                | 300C                          | 811TT                                | DWH-IAH-HOU-EFD                  |     |                                      |                                  | 3                        | 2       |                       | 3                    | 2                     |                         |
| 11/17                | R22                           | 266SH                                | DWH-IAH-HOU-EFD                  |     |                                      |                                  | 3                        | 0       |                       | 3                    | 0                     |                         |
| 11/20                | 300C                          | 811TT                                | DWH-IAH-HOU-EFD                  |     |                                      |                                  | 3                        | 0       |                       | 3                    | 0                     |                         |
| 11/24                | R22                           | 266SH                                | DWH-IAH-HOU-EFD                  |     |                                      |                                  | 3                        | 0       |                       | 3                    | 0                     |                         |
| 11/26                | 300C                          | 300AR                                | DWH-IAH-HOU-EFD                  |     |                                      |                                  | 3                        | 0       |                       | 3                    | 0                     |                         |
| 11/30                | R22                           | 266SH                                | DWH-IAH-HOU-EFD                  |     |                                      |                                  | 1                        | 1       |                       | 1                    | 1                     |                         |
| 12/1                 | R22                           | 266SH                                | DWH-IAH-HOU-EFD                  |     |                                      |                                  | 2                        | 5       |                       | 2                    | 5                     |                         |
| 12/2                 | R22                           | 266SH                                | DWH-CKO-DWH                      |     |                                      |                                  | 0                        | 5       |                       | 0                    | 5                     |                         |
| 12/4                 | R22                           | 266SH                                | DWH-IAH-HOU-EFD                  |     |                                      |                                  | 3                        | 0       |                       | 3                    | 0                     |                         |
| 12/6                 | R44                           | 395164                               | DWH                              | DWH |                                      |                                  | 1                        | 0       | 1                     | 0                    |                       |                         |
| 300C = 12.2          |                               |                                      |                                  |     | PAGE TOTAL                           |                                  | 33                       | 4       | 25                    | 1                    | 31                    | 3                       |
| R22 = 19.1           |                               |                                      |                                  |     | AMOUNT FORWARD                       |                                  | 305                      | 8       | 14                    | 8                    | 82                    | 0                       |
| R44 = 2.1            |                               |                                      |                                  |     | TOTAL TO DATE                        |                                  | 339                      | 2       | 14                    | 8                    | 84                    | 1                       |

| GROUND<br>TRAINER | CONDITIONS OF FLIGHT |       |    | CROSS-<br>COUNTRY |
|-------------------|----------------------|-------|----|-------------------|
|                   | DAY                  | NIGHT |    |                   |
|                   | 3                    | 0     |    | 3                 |
|                   | 3                    | 0     |    | 3                 |
|                   | 1                    | 1     |    |                   |
|                   | 3                    | 0     |    | 3                 |
|                   | 3                    | 2     |    | 3                 |
|                   | 3                    | 0     |    | 3                 |
|                   | 3                    | 0     |    | 3                 |
|                   | 3                    | 0     |    | 3                 |
|                   | 3                    | 0     |    | 3                 |
|                   | 1                    | 1     |    |                   |
|                   | 2                    | 5     |    | 2                 |
|                   | 0                    | 5     |    | 0                 |
|                   | 3                    | 0     |    | 3                 |
|                   | 1                    | 0     |    |                   |
|                   | 33                   | 4     | 0  | 30                |
|                   | 302                  | 1     | 03 | 242               |
|                   | 335                  | 5     | 3  | 272               |

| TYPE OF PILOTING TIME |                  |                   |  | AS FLIGHT INSTRUCTOR |
|-----------------------|------------------|-------------------|--|----------------------|
| DUAL RECEIVED         | PILOT-IN-COMMAND | SECOND-IN-COMMAND |  |                      |
|                       | 3 0 0 1          |                   |  |                      |
|                       | 3 0 0 1          |                   |  |                      |
| 1 1                   |                  |                   |  |                      |
|                       | 3 0 0 1          |                   |  |                      |
|                       | 3 2 5 1          |                   |  |                      |
|                       | 3 0 0 1          |                   |  |                      |
|                       | 3 0 0 1          |                   |  |                      |
|                       | 3 0 0 1          |                   |  |                      |
|                       | 3 0 0 1          |                   |  |                      |
|                       | 1 1 1 1          |                   |  |                      |
| 2 5                   | 2 5 2 5          |                   |  |                      |
| 2 0                   | 0 5 2 0          |                   |  |                      |
| 0 2                   | 3 0 0 1          |                   |  |                      |
| 1 0                   | 0                |                   |  |                      |
| 5 25 1 03 1 3 1 1 1 1 |                  |                   |  |                      |
| 3 80 0 2 4 10 1 50    |                  |                   |  |                      |
| 3 84 1 2 5 3 2 2 1 1  |                  |                   |  |                      |

| GROUND TRAINER | CONDITIONS OF FLIGHT    |       |               |                   | NO. INSTR. APPR. | NO. LDG. | TOTAL DURATION OF FLIGHT | REMARKS<br>PROCEDURES, MANEUVERS, ENDORSEMENTS |
|----------------|-------------------------|-------|---------------|-------------------|------------------|----------|--------------------------|------------------------------------------------|
|                | DAY                     | NIGHT | CROSS-COUNTRY | ACTUAL INSTRUMENT |                  |          |                          |                                                |
|                | 3 0 0 1                 |       | 3 0           |                   |                  | 2        | 3 0                      | pipeline patrol                                |
|                | 3 0 0 1                 |       | 3 0           |                   |                  | 2        | 3 0                      | pipeline patrol                                |
|                | 1 1                     |       |               |                   | 1 1              | 11       |                          | commercial emergency procedures                |
|                | 3 0 0 1                 |       | 3 0           |                   |                  | 2        | 3 0                      | pipeline patrol                                |
|                | 3 2 5 1                 |       | 3 2           |                   |                  | 3        | 3 2                      | pipeline patrol                                |
|                | 3 0 0 1                 |       | 3 0           |                   |                  | 2        | 3 0                      | pipeline patrol                                |
|                | 3 0 0 1                 |       | 3 0           |                   |                  | 2        | 3 0                      | pipeline patrol                                |
|                | 3 0 0 1                 |       | 3 0           |                   |                  | 2        | 3 0                      | pipeline patrol                                |
|                | 3 0 0 1                 |       | 3 0           |                   |                  | 2        | 3 0                      | pipeline patrol                                |
|                | 3 0 0 1                 |       | 3 0           |                   |                  | 2        | 3 0                      | pipeline patrol                                |
|                | 1 1 1 1                 |       |               |                   | 1 1              | 2        | 1 1                      | pipeline patrol                                |
|                | 2 5 2 5                 |       | 2 5           |                   | 2 5              | 2        | 2 5                      | pipeline patrol                                |
|                | 0 5 2 0                 |       | 0 5           |                   | 2 5              | 2        | 0 5                      | pipeline patrol                                |
|                | 3 0 0 1                 |       | 3 0           |                   |                  | 2        | 3 0                      | pipeline patrol                                |
|                | 1 0 0 1                 |       | 0 1           |                   |                  | 2        | 1 0                      | pipeline patrol                                |
|                | 33 4 1 0 1 0 1 30 2 0 0 |       |               |                   | 40 0             | 43       | 33 4                     |                                                |
|                | 302 1 0 3 1 2 4 2 0 0   |       |               |                   | 4 1              | 46 13    | 305 8                    |                                                |
|                | 335 5 2 5 1 6 8 7 0 2   |       |               |                   | 4 1              | 51 13    | 339 2                    |                                                |

I certify that the statements made by me on this form are true.

[Redacted Signature]

PILOT'S SIGNATURE





| YEAR<br>2015<br>DATE | AIRCRAFT<br>MAKE and<br>MODEL | AIRCRAFT<br>IDENTIFICATION<br>NUMBER | POINTS OF DEPARTURE &<br>ARRIVAL |     | AIRCRAFT CATEGORY and CLASSIFICATION |                                  |                          |         | TYPE OF PILOTING TIME |                      |                       |                         |
|----------------------|-------------------------------|--------------------------------------|----------------------------------|-----|--------------------------------------|----------------------------------|--------------------------|---------|-----------------------|----------------------|-----------------------|-------------------------|
|                      |                               |                                      | FROM                             | TO  | AIRPLANE<br>SINGLE ENGINE<br>LAND    | AIRPLANE<br>MULTI-ENGINE<br>LAND | ROTORCRAFT<br>HELICOPTER | Turbine | DUAL<br>RECEIVED      | PILOT-IN-<br>COMMAND | SECOND-IN-<br>COMMAND | AS FLIGHT<br>INSTRUCTOR |
| 1/21                 | R44                           | 285126                               | DWH                              | DWH |                                      |                                  | 10                       |         | 10                    |                      |                       |                         |
| 1/23                 | R22                           | 2665H                                | DWH-TAH-HOU-EED-DWH              |     |                                      |                                  | 30                       |         |                       | 30                   |                       |                         |
| 1/26                 | R22                           | 2665H                                | DWH-TAH-HOU-EED-DWH              |     |                                      |                                  | 30                       |         |                       | 30                   |                       |                         |
| 1/29                 | R22                           | 2665H                                | DWH-TAH-HOU-EED-DWH              |     |                                      |                                  | 30                       |         |                       | 30                   |                       |                         |
| 1/30                 | 300C                          | 811TT                                | DWH                              | DWH |                                      |                                  | 10                       |         |                       | 10                   |                       |                         |
| 2/2                  | R22                           | 2665H                                | DWH-TAH-HOU-EED-DWH              |     |                                      |                                  | 30                       |         |                       | 30                   |                       |                         |
| 2/5                  | R22                           | 2665H                                | DWH-TAH-HOU-EED-DWH              |     |                                      |                                  | 31                       |         |                       | 31                   |                       |                         |
| 2/9                  | R22                           | 2665H                                | DWH-TAH-HOU-EED-DWH              |     |                                      |                                  | 30                       |         |                       | 30                   |                       |                         |
| 2/11                 | 206B3                         |                                      | DWH                              | DWH |                                      |                                  | 05                       | 05      | 05                    |                      |                       |                         |
| 2/12                 | R44                           | 950HT                                | DWH-TAH-HOU-EED-DWH              |     |                                      |                                  | 30                       |         |                       | 30                   |                       |                         |
| 2/14                 | R66                           | 166KW                                | DWH                              | DWH |                                      |                                  | 11                       | 11      |                       |                      |                       |                         |
| 2/15                 | R44                           | 285126                               | DWH                              | DPT |                                      |                                  | 20                       |         |                       | 20                   |                       |                         |
| 2/15                 | R44                           | 28524                                | DPT                              | GLS |                                      |                                  | 16                       |         |                       | 16                   |                       |                         |
| 2/15                 | R44                           | 28524                                | GLS                              | DWH |                                      |                                  | 07                       |         |                       | 07                   |                       |                         |
| R22=18.1             |                               |                                      |                                  |     | PAGE TOTAL                           |                                  | 290                      | 16      | 415                   | 204                  |                       |                         |
| R44=8.3              |                               |                                      |                                  |     | AMOUNT FORWARD                       |                                  | 376                      | 9       | 148                   | 858                  |                       |                         |
| 300C=1.0             |                               |                                      |                                  |     | TOTAL TO DATE                        |                                  | 405                      | 9       | 164                   | 873                  |                       |                         |
| 206B3=0.5            |                               |                                      |                                  |     |                                      |                                  |                          |         |                       |                      |                       |                         |

| GROUND<br>TRAINER | CONDITIONS OF FLIGHT |       |    | CROSS-<br>COUNTRY |
|-------------------|----------------------|-------|----|-------------------|
|                   | DAY                  | NIGHT |    |                   |
|                   | 10                   |       |    |                   |
|                   | 30                   |       |    | 30                |
|                   | 30                   |       |    | 30                |
|                   | 30                   |       |    | 30                |
|                   | 10                   |       |    |                   |
|                   | 30                   |       |    | 30                |
|                   | 31                   |       |    | 31                |
|                   | 30                   |       |    | 30                |
|                   | 05                   |       |    | 20                |
|                   | 30                   |       |    | 30                |
|                   | 11                   |       |    |                   |
|                   |                      | 020   |    | 2                 |
|                   |                      | 216   |    | 1                 |
|                   |                      | 107   |    | 0                 |
|                   | 24                   | 7     | 43 | 25                |
|                   | 372                  | 9     | 23 | 270               |
|                   | 3976                 | 18    | 2  | 297               |

# OF PILOTING TIME

PILOT-IN-COMMAND SECOND-IN-COMMAND AS FLIGHT INSTRUCTOR

|    |   |   |     |
|----|---|---|-----|
| 10 |   |   |     |
| 30 |   |   |     |
| 30 |   |   |     |
| 30 |   |   |     |
| 10 |   |   |     |
| 30 |   |   |     |
| 31 |   |   |     |
| 30 |   |   |     |
| 05 |   |   |     |
| 30 |   |   |     |
| 20 |   |   |     |
| 16 |   |   |     |
| 07 |   |   |     |
| 20 | 4 |   |     |
| 29 | 3 |   |     |
| 31 | 7 | 0 | 092 |

| GROUND TRAINER | CONDITIONS OF FLIGHT |       |               |                   |                      | NO. INSTR. APPR. | NO. LDG. | TOTAL DURATION OF FLIGHT | REMARKS PROCEDURES, MANEUVERS, ENDORSEMENTS                 |
|----------------|----------------------|-------|---------------|-------------------|----------------------|------------------|----------|--------------------------|-------------------------------------------------------------|
|                | DAY                  | NIGHT | CROSS-COUNTRY | ACTUAL INSTRUMENT | SIMULATED INSTRUMENT |                  |          |                          |                                                             |
|                | 10                   |       |               |                   |                      | 3                | 1.0      |                          | Map ST/Normal - Map Y & S - Stuck pedal<br>Learn procedures |
|                | 30                   |       | 30            |                   |                      | 2                | 30       |                          | pipeline patrol                                             |
|                | 30                   |       | 30            |                   |                      | 2                | 30       |                          | pipeline patrol                                             |
|                | 30                   |       | 30            |                   |                      | 2                | 30       |                          | pipeline patrol                                             |
|                | 10                   |       |               | 09                |                      | 1                | 10       |                          | Comm Instrument Reg.                                        |
|                | 30                   |       | 30            |                   |                      | 2                | 30       |                          | pipeline patrol                                             |
|                | 31                   |       | 31            |                   |                      | 2                | 31       |                          | pipeline patrol                                             |
|                | 30                   |       | 30            |                   |                      | 2                | 30       |                          | pipeline patrol                                             |
|                | 05                   |       | 20            |                   | 20                   | 2                | 05       |                          | power check w/ Bob Spradlin                                 |
|                | 30                   |       | 30            |                   |                      | 2                | 30       |                          | pipeline patrol                                             |
|                | 11                   |       |               |                   |                      | 5                | 11       |                          | R66 Approaches + flight                                     |
|                | 20                   | 20    | 20            |                   |                      | 10               | 20       |                          | Dual X-Country Night                                        |
|                | 16                   | 16    | 16            |                   |                      | 6                | 16       |                          | Solo X-Country Night                                        |
|                | 07                   | 07    | 07            |                   |                      | 5                | 07       |                          | Solo X-Country Night                                        |
|                | 24                   | 43    | 254           | 019               | 100                  | 25               | 29       |                          |                                                             |
|                | 372                  | 9     | 2702          | 000               | 1470                 | 53               | 376      | 9                        |                                                             |
|                | 3976                 | 1812  | 2998          | 109               | 474                  | 58               | 405      | 9                        |                                                             |

I certify that the statements made by me on this form are true.

PILOT'S SIGNATURE

| YEAR<br>2015<br>DATE | AIRCRAFT<br>MAKE and<br>MODEL | AIRCRAFT<br>IDENTIFICATION<br>NUMBER | POINTS OF DEPARTURE &<br>ARRIVAL |    | AIRCRAFT CATEGORY and CLASSIFICATION |                                  |                          | TYPE OF PILOTING TIME |                  |                      |                       | AS FLIGHT<br>INSTRUCTOR |
|----------------------|-------------------------------|--------------------------------------|----------------------------------|----|--------------------------------------|----------------------------------|--------------------------|-----------------------|------------------|----------------------|-----------------------|-------------------------|
|                      |                               |                                      | FROM                             | TO | AIRPLANE<br>SINGLE ENGINE<br>LAND    | AIRPLANE<br>MULTI-ENGINE<br>LAND | ROTORCRAFT<br>HELICOPTER | Turbine               | DUAL<br>RECEIVED | PILOT-IN-<br>COMMAND | SECOND-IN-<br>COMMAND |                         |
| 2/17                 | R22                           | 266SH                                | DWH-TAH-HOU-EFD-DWH              |    |                                      |                                  | 30                       |                       | 08               | 30                   |                       |                         |
| 2/17                 | R44                           | 285RG                                | DWH-DWH                          |    |                                      |                                  | 14                       |                       |                  | 14                   |                       |                         |
| 2/19                 | R22                           | 266SH                                | DWH-TAH-HOU-EFD-DWH              |    |                                      |                                  | 30                       |                       |                  | 30                   |                       |                         |
| 2/24                 | R22                           | 266SH                                | DWH-TAH-HOU-EFD-DWH              |    |                                      |                                  | 30                       |                       |                  | 30                   |                       |                         |
| 2/26                 | R22                           | 266SH                                | DWH-TAH-HOU-EFD-DWH              |    |                                      |                                  | 30                       |                       |                  | 30                   |                       |                         |
| 2/17                 | 306R3                         | 806H                                 | DWH-6R3-DWH                      |    |                                      |                                  | 13                       | 13                    | 13               |                      |                       |                         |
| 3/3                  | 300A2                         | 300L                                 | DWH-DWH                          |    |                                      |                                  | 07                       |                       |                  | 07                   |                       |                         |
| 3/2                  | 300L                          | 811TT                                | DWH-DWH                          |    |                                      |                                  | 07                       |                       |                  | 07                   |                       |                         |
| 3/20                 | R22                           | 223MG                                | DWH-DWH                          |    |                                      |                                  | 31                       |                       |                  | 31                   |                       |                         |
| 3/24                 | R22                           | 223MG                                | DWH-DWH                          |    |                                      |                                  | 23                       |                       |                  | 23                   |                       |                         |
| 3/29                 | R22                           | 223MG                                | GLS-DWH                          |    |                                      |                                  | 10                       |                       |                  | 10                   |                       |                         |
| 3/29                 | R22                           | 223MG                                | GLS-DWH                          |    |                                      |                                  | 14                       |                       |                  | 14                   |                       |                         |
| 3/31                 | 300CBT                        | 16300                                | DWH-DWH                          |    |                                      |                                  | 40                       |                       |                  | 40                   |                       |                         |
| 4/1                  | 300CBT                        | 16300                                | DWH-DWH                          |    |                                      |                                  | 36                       |                       |                  | 36                   |                       |                         |
| R44=1.4              |                               |                                      | PAGE TOTAL                       |    |                                      |                                  | 315                      | 13                    | 13               | 302                  |                       |                         |
| R22=19.8             |                               |                                      | AMOUNT FORWARD                   |    |                                      |                                  | 405                      | 9                     | 16               | 4                    | 87                    | 3                       |
| R206=1.3             |                               |                                      | TOTAL TO DATE                    |    |                                      |                                  | 437                      | 4                     | 17               | 7                    | 88                    | 6                       |
| 300=9.0              |                               |                                      |                                  |    |                                      |                                  |                          |                       |                  |                      |                       |                         |

| GROUND<br>TRAINER | CONDITIONS OF FLIGHT |       |      | CROSS-<br>COUNTRY |
|-------------------|----------------------|-------|------|-------------------|
|                   | DAY                  | NIGHT |      |                   |
|                   | 300                  | 8     |      | 3                 |
|                   |                      | 18    |      |                   |
|                   | 300                  |       |      |                   |
|                   | 300                  |       |      | 3                 |
|                   | 300                  |       |      | 3                 |
|                   | 13                   |       |      | 1                 |
|                   | 07                   |       |      |                   |
|                   | 07                   |       |      |                   |
|                   | 31                   |       |      |                   |
|                   | 23                   |       |      | 2                 |
|                   | 1001                 |       |      |                   |
|                   | 14                   | 1     |      | 1                 |
|                   | 400                  |       |      |                   |
|                   | 36                   |       |      |                   |
|                   | 297                  | 84.8  |      | 14                |
|                   | 397                  | 6     | 8.2  | 29                |
|                   | 427                  | 3     | 10.0 | 311               |

| YEAR<br>2015<br>DATE | AIRCRAFT<br>MAKE and<br>MODEL | AIRCRAFT<br>IDENTIFICATION<br>NUMBER | POINTS OF DEPARTURE &<br>ARRIVAL |      | AIRCRAFT CATEGORY and CLASSIFICATION |                                  |                          | TYPE OF PILOTING TIME |                  |                      |                       | AS FLIGHT<br>INSTRUCTOR |
|----------------------|-------------------------------|--------------------------------------|----------------------------------|------|--------------------------------------|----------------------------------|--------------------------|-----------------------|------------------|----------------------|-----------------------|-------------------------|
|                      |                               |                                      | FROM                             | TO   | AIRPLANE<br>SINGLE ENGINE<br>LAND    | AIRPLANE<br>MULTI-ENGINE<br>LAND | ROTORCRAFT<br>HELICOPTER | Turbine               | DUAL<br>RECEIVED | PILOT-IN-<br>COMMAND | SECOND-IN-<br>COMMAND |                         |
| 2/17                 | R22                           | 266SH                                | DWH-TAH-HOU-EFD-DWH              |      |                                      |                                  | 30                       |                       | 05               | 30                   |                       |                         |
| 2/17                 | R44                           | 285RG                                | DWH-DWH                          |      |                                      |                                  | 14                       |                       |                  | 14                   |                       |                         |
| 2/19                 | R22                           | 266SH                                | DWH-TAH-HOU-EFD-DWH              |      |                                      |                                  | 30                       |                       |                  | 30                   |                       |                         |
| 2/24                 | R22                           | 266SH                                | DWH-TAH-HOU-EFD-DWH              |      |                                      |                                  | 30                       |                       |                  | 30                   |                       |                         |
| 2/26                 | R22                           | 266SH                                | DWH-TAH-HOU-EFD-DWH              |      |                                      |                                  | 30                       |                       |                  | 30                   |                       |                         |
| 2/27                 | 300B3                         | 800H                                 | DWH-GR3-DWH                      |      |                                      |                                  | 13                       | 13                    | 13               |                      |                       |                         |
| 3/3                  | 300AD                         | 300C                                 | DWH-DWH                          |      |                                      |                                  | 07                       |                       |                  | 07                   |                       |                         |
| 3/3                  | 300C                          | 811TT                                | DWH-DWH                          |      |                                      |                                  | 07                       |                       |                  | 07                   |                       |                         |
| 3/20                 | R22                           | 223MG                                | DWH-DWH                          |      |                                      |                                  | 31                       |                       |                  | 31                   |                       |                         |
| 3/24                 | R22                           | 223MG                                | DWH-G/LS                         |      |                                      |                                  | 23                       |                       |                  | 23                   |                       |                         |
| 3/29                 | R22                           | 223MG                                | G/LS                             | G/LS |                                      |                                  | 10                       |                       |                  | 10                   |                       |                         |
| 3/29                 | R22                           | 223MG                                | G/LS                             | DWH  |                                      |                                  | 14                       |                       |                  | 14                   |                       |                         |
| 3/31                 | 300CBT                        | 16300                                | DWH-DWH                          |      |                                      |                                  | 40                       |                       |                  | 40                   |                       |                         |
| 4/1                  | 300CBT                        | 16300                                | DWH-DWH                          |      |                                      |                                  | 36                       |                       |                  | 36                   |                       |                         |
| R44=1.4              |                               |                                      | PAGE TOTAL                       |      |                                      |                                  | 315                      | 13                    | 13               | 302                  |                       |                         |
| R22=19.8             |                               |                                      | AMOUNT FORWARD                   |      |                                      |                                  | 4059                     | 164                   | 873              | 3177                 |                       |                         |
| 200=1.3              |                               |                                      | TOTAL TO DATE                    |      |                                      |                                  | 4374                     | 177                   | 886              | 3479                 |                       |                         |
| 300=9.0              |                               |                                      |                                  |      |                                      |                                  |                          |                       |                  |                      |                       |                         |

| GROUND<br>TRAINER | CONDITIONS OF FLIGHT |       |  | CROSS-<br>COUNTRY |
|-------------------|----------------------|-------|--|-------------------|
|                   | DAY                  | NIGHT |  |                   |
|                   | 300                  | 18    |  | 3                 |
|                   | 300                  |       |  | 3                 |
|                   | 300                  |       |  | 3                 |
|                   | 300                  |       |  | 3                 |
|                   | 13                   |       |  | 1                 |
|                   | 07                   |       |  |                   |
|                   | 07                   |       |  |                   |
|                   | 31                   |       |  |                   |
|                   | 23                   |       |  | 2                 |
|                   | 1001                 |       |  |                   |
|                   | 1441                 |       |  | 1                 |
|                   | 400                  |       |  |                   |
|                   | 36                   |       |  |                   |
|                   | 297                  | 848   |  | 14                |
|                   | 3976                 | 1812  |  | 29                |
|                   | 4273                 | 1000  |  | 311               |

| TYPE OF PILOTING TIME |                  |   |   | SECOND-IN-COMMAND | AS FLIGHT INSTRUCTOR |
|-----------------------|------------------|---|---|-------------------|----------------------|
| DUAL RECEIVED         | PILOT-IN-COMMAND |   |   |                   |                      |
| 05                    | 3                | 0 | 1 |                   |                      |
|                       | 1                | 4 |   |                   |                      |
|                       | 3                | 0 |   |                   |                      |
|                       | 3                | 0 |   |                   |                      |
|                       | 3                | 0 |   |                   |                      |
| 13                    | 1                | 3 |   |                   |                      |
|                       | 0                | 7 |   |                   |                      |
|                       | 0                | 7 |   |                   |                      |
|                       | 3                | 1 |   |                   |                      |
|                       | 2                | 3 |   |                   |                      |
|                       | 1                | 0 | 1 |                   |                      |
|                       | 1                | 4 | 1 |                   |                      |
|                       | 4                | 0 | 1 |                   |                      |
|                       | 3                | 6 |   |                   |                      |
| 13                    | 3                | 0 | 2 |                   |                      |
| 87                    | 3                | 3 | 7 |                   |                      |
| 88                    | 6                | 3 | 7 | 9                 |                      |

| GROUND TRAINER | CONDITIONS OF FLIGHT |       |               |                   |                      | NO. INSTR. APPR. | NO. LOG. DAY/NIGHT | TOTAL DURATION OF FLIGHT | REMARKS<br>PROCEDURES, MANEUVERS, ENDORSEMENTS |
|----------------|----------------------|-------|---------------|-------------------|----------------------|------------------|--------------------|--------------------------|------------------------------------------------|
|                | DAY                  | NIGHT | CROSS-COUNTRY | ACTUAL INSTRUMENT | SIMULATED INSTRUMENT |                  |                    |                          |                                                |
|                | 3                    | 0     | 0             | 8                 | 30                   |                  | 2                  | 30                       | pipeline patrol                                |
|                |                      | 1     | 8             |                   |                      |                  | 9                  | 14                       | comm solo night                                |
|                | 3                    | 0     |               |                   |                      |                  | 2                  | 30                       | pipeline patrol                                |
|                | 3                    | 0     |               | 30                |                      |                  | 2                  | 30                       | pipeline patrol                                |
|                | 3                    | 0     |               | 30                |                      |                  | 2                  | 30                       | pipeline patrol                                |
|                | 1                    | 3     |               | 13                |                      |                  | 5                  | 13                       |                                                |
|                | 0                    | 7     |               |                   |                      |                  | 4                  | 07                       | Run up + Hover Work                            |
|                | 0                    | 7     |               |                   |                      |                  | 4                  | 07                       | Run up + Hover Work                            |
|                | 3                    | 1     |               |                   |                      |                  | 15                 | 31                       | Comm EP's                                      |
|                | 2                    | 3     |               | 23                |                      |                  | 10                 | 23                       | Travel to GIs for checkride & practice         |
|                | 1                    | 0     | 0             | 1                 |                      |                  | 8                  | 10                       | COMM checkride w/ Ray Murphy                   |
|                | 1                    | 4     | 1             | 14                |                      |                  | 2                  | 14                       | BACK to Hawks RPT 60                           |
|                | 4                    | 0     | 0             | 4                 |                      |                  | 20                 | 40                       | MAINTENANCE TRACK + BALANCE                    |
|                | 3                    | 6     |               |                   |                      |                  | 10                 | 36                       | MAINTENANCE TRACK + BALANCE                    |
|                | 29                   | 7     | 8             | 7.8               | 140                  | 100              | 0                  | 30.00                    |                                                |
|                | 39                   | 7     | 6             | 7.6               | 297.6                | 100              | 9                  | 34.01                    |                                                |
|                | 42                   | 7     | 3             | 7.0               | 317.6                | 100              | 9                  | 44.1                     |                                                |
|                | 29                   | 7     | 8             | 7.8               | 140                  | 100              | 0                  | 30.00                    |                                                |
|                | 39                   | 7     | 6             | 7.6               | 297.6                | 100              | 9                  | 34.01                    |                                                |
|                | 42                   | 7     | 3             | 7.0               | 317.6                | 100              | 9                  | 44.1                     |                                                |
|                | 29                   | 7     | 8             | 7.8               | 140                  | 100              | 0                  | 30.00                    |                                                |
|                | 39                   | 7     | 6             | 7.6               | 297.6                | 100              | 9                  | 34.01                    |                                                |
|                | 42                   | 7     | 3             | 7.0               | 317.6                | 100              | 9                  | 44.1                     |                                                |

I certify that the statements made by me on this form are true.

PILOT'S SIGNATURE



| TYPE OF PILOTING TIME |                      |                       |                         |  |
|-----------------------|----------------------|-----------------------|-------------------------|--|
| JUAL<br>RECEIVED      | PILOT-IN-<br>COMMAND | SECOND-IN-<br>COMMAND | AS FLIGHT<br>INSTRUCTOR |  |
|                       | 5 1                  |                       |                         |  |
|                       | 1 2                  |                       |                         |  |
|                       | 2 0                  |                       |                         |  |
|                       | 1 2                  |                       |                         |  |
|                       | 0 9                  |                       |                         |  |
|                       | 0 7                  |                       |                         |  |
|                       | 0 5                  |                       |                         |  |
|                       | 0 7                  |                       |                         |  |
|                       | 0 0                  |                       |                         |  |
|                       | 0 9                  |                       |                         |  |
|                       | 7 2                  |                       |                         |  |
|                       | 0 7                  |                       |                         |  |
|                       | 0 7                  |                       |                         |  |
|                       | 2 0                  |                       |                         |  |
| 0 0                   | 24 8                 |                       |                         |  |
| 88 6                  | 347 9                |                       |                         |  |
| 88 6                  | 372 7                |                       |                         |  |

| GROUND<br>TRAINER | CONDITIONS OF FLIGHT |       |                   |                      |                         | NO.<br>INSTR.<br>APPR. | NO.<br>LDG.<br>DAY<br>NIGHT | TOTAL<br>DURATION<br>OF FLIGHT | REMARKS<br>PROCEDURES, MANEUVERS, ENDORSEMENTS                  |
|-------------------|----------------------|-------|-------------------|----------------------|-------------------------|------------------------|-----------------------------|--------------------------------|-----------------------------------------------------------------|
|                   | DAY                  | NIGHT | CROSS-<br>COUNTRY | ACTUAL<br>INSTRUMENT | SIMULATED<br>INSTRUMENT |                        |                             |                                |                                                                 |
|                   | 5 1                  |       |                   |                      |                         |                        | 18                          | 5 1                            | Maintenance track + Balance                                     |
|                   | 1 2                  |       |                   |                      |                         |                        | 3                           | 1 2                            | Track + Balance                                                 |
|                   | 2 0                  |       |                   |                      |                         |                        | 5                           | 2 0                            | M/R Track + Balance/Auto                                        |
|                   | 1 2                  |       |                   |                      |                         |                        | 2                           | 1 2                            | Power check + AK check                                          |
|                   | 0 9                  |       |                   |                      |                         |                        | 1                           | 0 9                            | TCAS Check                                                      |
|                   | 0 7                  |       |                   |                      |                         |                        | 2                           | 0 7                            | MAINT. power checks                                             |
|                   | 0 5                  |       |                   |                      |                         |                        | 1                           | 0 5                            | Local Flight                                                    |
|                   | 0 7                  |       |                   |                      |                         |                        | 2                           | 0 7                            | MAINT post flight                                               |
|                   | 1 0                  |       |                   |                      |                         |                        | 1                           | 1 0                            | MAINT post flight                                               |
|                   | 0 9                  |       |                   |                      |                         |                        | 3                           | 0 9                            | PRACTICE Pelly Landings                                         |
|                   | 7 2                  |       | 7 2               |                      |                         |                        | 3                           | 7 2                            | Genscape Pipeline                                               |
|                   | 0 7                  |       |                   |                      |                         |                        | 2                           | 0 7                            | 100hr post MAINT flight                                         |
|                   | 0 7                  |       |                   |                      |                         |                        | 1                           | 0 7                            | 100hr post MAINT flight                                         |
|                   | 2 0                  |       | 2 0               |                      |                         |                        | 5                           | 2 0                            | Fly to & from Strawberry Fest                                   |
|                   | 24 8                 | 0 0   | 9 2               | 0 0                  | 0 0                     | 0                      | 49                          | 24 8                           | I certify that the statements made by me on this form are true. |
|                   | 427 3                | 10 0  | 311 6             | 0 9                  | 4 1                     | 0                      | 667                         | 437 4                          |                                                                 |
|                   | 452 1                | 10 0  | 320 8             | 0 9                  | 4 1                     | 0                      | 716                         | 474 62 2                       |                                                                 |

PILOT'S SIGNATURE

| YEAR<br>2015<br>DATE | AIRCRAFT<br>MAKE and<br>MODEL | AIRCRAFT<br>IDENTIFICATION<br>NUMBER | POINTS OF DEPARTURE &<br>ARRIVAL |                                   | AIRCRAFT CATEGORY and CLASSIFICATION |                                  |                          |         | TYPE OF PILOTING TIME |                      |                       |  | AS FLIGHT<br>INSTRUCTOR |  |
|----------------------|-------------------------------|--------------------------------------|----------------------------------|-----------------------------------|--------------------------------------|----------------------------------|--------------------------|---------|-----------------------|----------------------|-----------------------|--|-------------------------|--|
|                      |                               |                                      | FROM                             | TO                                | AIRPLANE<br>SINGLE ENGINE<br>LAND    | AIRPLANE<br>MULTI-ENGINE<br>LAND | ROTORCRAFT<br>HELICOPTER | Turbine | DUAL<br>RECEIVED      | PILOT-IN-<br>COMMAND | SECOND-IN-<br>COMMAND |  |                         |  |
|                      |                               |                                      |                                  |                                   |                                      |                                  |                          |         |                       |                      |                       |  |                         |  |
| 5/20                 | P49II                         | 4146HS                               | DWJH                             | CLL                               |                                      |                                  |                          | 10      |                       |                      | 10                    |  |                         |  |
| 5/20                 | P49TT                         | 506KG                                | CLL                              | DWJH                              |                                      |                                  |                          | 10      |                       |                      | 10                    |  |                         |  |
| 5/21                 | 200RTH                        | 570P                                 | DWJH                             | DWJH                              |                                      |                                  |                          | 15      | 15                    | 15                   |                       |  |                         |  |
| 6/1                  | 280FX                         | 280MH                                | LVJ                              | HRY-T41-HRY-LVJ                   |                                      |                                  |                          | 49      |                       | PH                   | 49                    |  |                         |  |
| 6/2                  | 280FX                         | 280MH                                | LVJ                              | DFW-DAL-ADS-AFW                   |                                      |                                  |                          | 76      |                       |                      | 76                    |  |                         |  |
| 6/3                  | 280FX                         | 280MH                                | AEW                              | BLO-FTW-GKY-GPM                   |                                      |                                  |                          | 61      |                       |                      | 61                    |  |                         |  |
| 6/4                  | 269CH                         | 4126G                                | LVJ                              |                                   |                                      |                                  |                          | 36      |                       |                      | 36                    |  |                         |  |
| 6/8                  | 1549W                         | 269CH                                | LVJ                              | EED-HOUSTON-DWJH-LVJ-DFW-CLL-DWJH |                                      |                                  |                          | 0       |                       |                      | 40                    |  |                         |  |
| 6/9                  | 1549W                         | 269CH                                | LVJ                              | LVJ                               |                                      |                                  |                          | 10      |                       |                      | 10                    |  |                         |  |
| 6/10                 | 9277R                         | 300C                                 | LVJ                              | TAN-UTS-CLL-LVJ                   |                                      |                                  |                          | 52      |                       |                      | 52                    |  |                         |  |
| 6/11                 | 9277R                         | 300C                                 | LVJ                              | EED-HOUSTON-DWJH-LVJ              |                                      |                                  |                          | 51      |                       |                      | 51                    |  |                         |  |
| 6/12                 | 300C-1                        | 1459W                                | LVJ                              | LVJ                               |                                      |                                  |                          | 15      |                       |                      | 15                    |  |                         |  |
| 6/15                 | 300C-1                        | 9277R                                | LVJ                              | LPT LVJ                           |                                      |                                  |                          | 43      |                       |                      | 43                    |  |                         |  |
| 6/18                 | 300C                          | 9277R                                | LVJ                              | T41-LVJ                           |                                      |                                  |                          | 42      |                       |                      | 42                    |  |                         |  |
| 244=                 | 269-28.9                      | 206-1.5                              | PAGE TOTAL                       |                                   |                                      |                                  |                          | 510     | 15                    | 8195                 | 6495                  |  |                         |  |
| 3000                 | 241-2.0                       |                                      | AMOUNT FORWARD                   |                                   |                                      |                                  |                          | 4622    | 198                   | 8886                 | 3727                  |  |                         |  |
| 2068                 | 222-0.0                       |                                      | TOTAL TO DATE                    |                                   |                                      |                                  |                          | 5152    | 213                   | 8901                 | 4222                  |  |                         |  |
|                      | 280FX-18.6                    |                                      |                                  |                                   |                                      |                                  |                          |         |                       |                      |                       |  |                         |  |

| GROUND<br>TRAINER | CONDITIONS OF FLIGHT |       | C |
|-------------------|----------------------|-------|---|
|                   | DAY                  | NIGHT |   |
|                   | 10                   |       |   |
|                   | 10                   |       |   |
|                   | 15                   |       |   |
|                   | 49                   |       |   |
|                   | 76                   |       |   |
|                   | 61                   |       |   |
|                   | 36                   |       |   |
|                   | 40                   |       |   |
|                   | 10                   |       |   |
|                   | 52                   |       |   |
|                   | 51                   |       |   |
|                   | 43                   |       |   |
|                   | 43                   |       |   |
|                   | 42                   |       |   |
|                   | 510                  | 2010  |   |
|                   | 4521                 | 1706  |   |
|                   | 5031                 | 4010  |   |

| TYPE OF PILOTING TIME |                  |                   |                      |
|-----------------------|------------------|-------------------|----------------------|
| DUAL RECEIVED         | PILOT-IN-COMMAND | SECOND-IN-COMMAND | AS FLIGHT INSTRUCTOR |
|                       | 10               |                   |                      |
|                       | 10               |                   |                      |
| 5 15                  |                  |                   |                      |
| PH                    | 49               |                   |                      |
|                       | 76               |                   |                      |
|                       | 61               |                   |                      |
|                       | 36               |                   |                      |
|                       | 40               |                   |                      |
|                       | 10               |                   |                      |
|                       | 52               |                   |                      |
|                       | 51               |                   |                      |
|                       | 15               |                   |                      |
|                       | 43               |                   |                      |
|                       | 42               |                   |                      |
| 5 8195                | 495              |                   |                      |
| 1 886                 | 376              |                   |                      |
| 3 890                 | 422              |                   |                      |

| GROUND TRAINER | CONDITIONS OF FLIGHT |       |               |                                 | NO. INSTR. APPR. | NO. LDG. | TOTAL DURATION OF FLIGHT | REMARKS<br>PROCEDURES, MANEUVERS, ENDORSEMENTS |
|----------------|----------------------|-------|---------------|---------------------------------|------------------|----------|--------------------------|------------------------------------------------|
|                | DAY                  | NIGHT | CROSS-COUNTRY | ACTUAL INSTRUMENT<br>INSTRUMENT |                  |          |                          |                                                |
|                | 10                   |       | 10            |                                 |                  | 10       | 10                       | R44 Customized Drop off                        |
|                | 10                   |       | 10            |                                 |                  | 10       | 10                       | FLY BACK                                       |
|                | 15                   |       | 15            |                                 |                  | 10       | 15                       |                                                |
|                | 49                   |       | 49            |                                 |                  | 30       | 49                       | pipeline Inspection                            |
|                | 76                   |       | 76            |                                 |                  | 50       | 76                       | pipeline Inspection                            |
|                | 61                   |       | 61            |                                 |                  | 30       | 61                       | pipeline Inspection                            |
|                | 36                   |       | 36            |                                 |                  | 2        | 36                       | pipeline Inspection                            |
|                | 40                   |       | 40            |                                 |                  | 2        | 40                       | pipeline Inspection                            |
|                | 10                   |       | 10            |                                 |                  | 1        | 10                       | pipeline Inspection                            |
|                | 52                   |       | 52            |                                 |                  | 2        | 52                       | pipeline Inspection                            |
|                | 51                   |       | 51            |                                 |                  | 3        | 51                       | pipeline Inspection                            |
|                | 43                   |       | 43            |                                 |                  | 3        | 43                       | 50hr post MAINT                                |
|                | 43                   |       | 43            |                                 |                  | 2        | 43                       | pipeline Inspection                            |
|                | 42                   |       | 42            |                                 |                  | 2        | 42                       | pipeline Inspection                            |
|                | 510                  |       | 510           |                                 |                  | 33       | 510                      |                                                |
|                | 452                  |       | 452           |                                 |                  | 71       | 462                      |                                                |
|                | 503                  |       | 503           |                                 |                  | 71       | 513                      |                                                |

I certify that the statements made by me on this form are true.

PILOT'S SIGNATURE

| YEAR<br>2015<br>DATE | AIRCRAFT<br>MAKE and<br>MODEL | AIRCRAFT<br>IDENTIFICATION<br>NUMBER | POINTS OF DEPARTURE &<br>ARRIVAL |    | AIRCRAFT CATEGORY and CLASSIFICATION |                                  |                          |         | TYPE OF PILOTING TIME |                      |                       |                         |
|----------------------|-------------------------------|--------------------------------------|----------------------------------|----|--------------------------------------|----------------------------------|--------------------------|---------|-----------------------|----------------------|-----------------------|-------------------------|
|                      |                               |                                      | FROM                             | TO | AIRPLANE<br>SINGLE ENGINE<br>LAND    | AIRPLANE<br>MULTI-ENGINE<br>LAND | ROTORCRAFT<br>HELICOPTER | Turbine | DUAL<br>RECEIVED      | PILOT-IN-<br>COMMAND | SECOND-IN-<br>COMMAND | AS FLIGHT<br>INSTRUCTOR |
| 6/19                 | 269C-1                        | 1459W                                | LVT-UTS-LVT                      |    |                                      |                                  | 3                        | 7       | 7                     | 7                    | 7                     |                         |
| 6/22                 | 269C-1                        | 426G                                 | LVT-HOU-TAH-EFD-DWH              |    |                                      |                                  | 4                        | 2       | 4                     | 2                    | 5                     |                         |
| 6/23                 | 269C-1                        | 426G                                 | LVT-HOU-CH-LVT                   |    |                                      |                                  | 5                        | 0       | 5                     | 0                    | 0                     |                         |
| 6/24                 | 269C-1                        | 426G                                 | LVT-HOU-EFD-TAH-HPY-LVT          |    |                                      |                                  | 5                        | 6       | 5                     | 6                    | 5                     |                         |
| 6/29                 | 269C-1                        | 1549W                                | LVT-EFD-HOU-TAH-DWH-LVT          |    |                                      |                                  | 5                        | 2       | 5                     | 2                    | 5                     |                         |
| 6/30                 | 269C-1                        | 1549W                                | LVT-EFD-TAH-UTS-DWH-HOU-LVT      |    |                                      |                                  | 4                        | 8       | 4                     | 8                    | 8                     |                         |
| 7/1                  | 269C-1                        | 1549W                                | LVT-EFD-HOU-LVT                  |    |                                      |                                  | 3                        | 5       | 3                     | 5                    | 3                     |                         |
| 7/6                  | 280FX                         | 280MH                                | LVT-FTW-DEFW-FWS                 |    |                                      |                                  | 8                        | 1       | 8                     | 1                    | 1                     |                         |
| 7/9                  | 269C-1                        | 1549W                                | LVT-DWH-TAH-HOU-EFD-LVT          |    |                                      |                                  | 3                        | 8       | 3                     | 8                    | 8                     |                         |
| 7/13                 | 269C-1                        | 1549W                                | LVT-DWH-TAH-HOU-EFD-LVT          |    |                                      |                                  | 5                        | 3       | 5                     | 3                    | 5                     |                         |
| 7/14                 | 269C-1                        | 1549W                                | LVT-UTS-HOU-EFD-LVT              |    |                                      |                                  | 6                        | 1       | 6                     | 1                    | 1                     |                         |
| 7/15                 | 269C-1                        | 1549W                                | LVT-UTS-DWH-HOU-LVT              |    |                                      |                                  | 5                        | 8       | 5                     | 8                    | 8                     |                         |
| 7/16                 | 269C-1                        | 1549W                                | LVT-HPY-TAH-LVT                  |    |                                      |                                  | 6                        | 4       | 6                     | 4                    | 4                     |                         |
| 7/20                 | 269C-1                        | 1549W                                | LVT-DWH-HOU-TAH-EFD-LVT          |    |                                      |                                  | 4                        | 8       | 4                     | 8                    | 8                     |                         |
| 227                  | 269-64.2                      |                                      | PAGE TOTAL                       |    |                                      |                                  | 72                       | 3       | 72                    | 3                    | 72                    |                         |
| 244                  | 280FX-8.1                     |                                      | AMOUNT FORWARD                   |    |                                      |                                  | 513                      | 2       | 513                   | 2                    | 513                   |                         |
| 300                  |                               |                                      | TOTAL TO DATE                    |    |                                      |                                  | 585                      | 5       | 585                   | 5                    | 585                   |                         |

| GROUND<br>TRAINER | CONDITIONS OF FLIGHT |       |     | CROSS-<br>COUNT |
|-------------------|----------------------|-------|-----|-----------------|
|                   | DAY                  | NIGHT |     |                 |
|                   | 3                    | 7     | 7   |                 |
|                   | 4                    | 2     | 5   |                 |
|                   | 5                    | 0     | 0   |                 |
|                   | 5                    | 6     | 5   |                 |
|                   | 5                    | 2     | 5   |                 |
|                   | 4                    | 8     | 8   |                 |
|                   | 3                    | 5     | 3   |                 |
|                   | 8                    | 1     | 1   |                 |
|                   | 3                    | 8     | 8   |                 |
|                   | 5                    | 3     | 5   |                 |
|                   | 6                    | 1     | 1   |                 |
|                   | 5                    | 8     | 8   |                 |
|                   | 6                    | 4     | 4   |                 |
|                   | 4                    | 8     | 8   |                 |
|                   | 72                   | 3     | 72  |                 |
|                   | 503                  | 1     | 503 |                 |
|                   | 575                  | 4     | 575 |                 |

| PE OF PILOTING TIME |                      |   |                       |    |                         |  |
|---------------------|----------------------|---|-----------------------|----|-------------------------|--|
| AL<br>CEIVED        | PILOT-IN-<br>COMMAND |   | SECOND-IN-<br>COMMAND |    | AS FLIGHT<br>INSTRUCTOR |  |
| 1                   | 2                    | 7 | 5                     | 5  |                         |  |
| 11                  | 4                    | 2 | 5                     | 11 |                         |  |
| 12                  | 5                    | 0 | 0                     | 2  |                         |  |
| 13                  | 5                    | 6 | 0                     | 2  |                         |  |
| 14                  | 5                    | 2 | 0                     | 2  |                         |  |
| 15                  | 4                    | 8 | 0                     | 2  |                         |  |
| 16                  | 3                    | 5 | 0                     | 2  |                         |  |
| 17                  | 8                    | 1 | 1                     | 2  |                         |  |
| 18                  | 3                    | 8 | 0                     | 2  |                         |  |
| 19                  | 5                    | 3 | 0                     | 2  |                         |  |
| 20                  | 6                    | 1 | 1                     | 2  |                         |  |
| 21                  | 5                    | 8 | 0                     | 2  |                         |  |
| 22                  | 6                    | 4 | 0                     | 2  |                         |  |
| 23                  | 4                    | 8 | 0                     | 2  |                         |  |
| 24                  | 7                    | 3 | 0                     | 2  |                         |  |
| 25                  | 4                    | 2 | 1                     | 2  |                         |  |
| 26                  | 4                    | 4 | 5                     | 2  |                         |  |

| GROUND<br>TRAINER | CONDITIONS OF FLIGHT |       |                   |                      |                         | NO.<br>INSTR.<br>APPR. | NO.<br>LDG.<br>DAY<br>NIGHT | TOTAL<br>DURATION<br>OF FLIGHT | REMARKS<br>PROCEDURES, MANEUVERS, ENDORSEMENTS |
|-------------------|----------------------|-------|-------------------|----------------------|-------------------------|------------------------|-----------------------------|--------------------------------|------------------------------------------------|
|                   | DAY                  | NIGHT | CROSS-<br>COUNTRY | ACTUAL<br>INSTRUMENT | SIMULATED<br>INSTRUMENT |                        |                             |                                |                                                |
|                   | 3                    | 7     | 5                 | 5                    | 5                       | 2                      | 2                           | 37                             | pipeline inspection                            |
|                   | 4                    | 2     | 5                 | 4                    | 4                       | 2                      | 2                           | 42                             | pipeline inspection                            |
|                   | 5                    | 0     | 0                 | 5                    | 0                       | 2                      | 2                           | 50                             | pipeline inspection                            |
|                   | 5                    | 6     | 0                 | 5                    | 6                       | 2                      | 2                           | 56                             | pipeline inspection                            |
|                   | 5                    | 2     | 5                 | 5                    | 2                       | 2                      | 2                           | 52                             | pipeline inspection                            |
|                   | 4                    | 8     | 0                 | 4                    | 8                       | 2                      | 2                           | 48                             | pipeline inspection                            |
|                   | 3                    | 5     | 0                 | 3                    | 5                       | 1                      | 1                           | 35                             | pipeline inspection                            |
|                   | 8                    | 1     | 1                 | 8                    | 1                       | 4                      | 4                           | 81                             | pipeline inspection                            |
|                   | 3                    | 8     | 0                 | 3                    | 8                       | 2                      | 2                           | 38                             | pipeline inspection                            |
|                   | 5                    | 3     | 0                 | 5                    | 3                       | 2                      | 2                           | 53                             | pipeline inspection                            |
|                   | 6                    | 1     | 1                 | 6                    | 1                       | 2                      | 2                           | 61                             | pipeline patrol                                |
|                   | 5                    | 8     | 0                 | 5                    | 8                       | 2                      | 2                           | 58                             | pipeline patrol                                |
|                   | 6                    | 4     | 0                 | 6                    | 4                       | 2                      | 2                           | 64                             | pipeline patrol                                |
|                   | 4                    | 8     | 0                 | 4                    | 8                       | 2                      | 2                           | 48                             | pipeline patrol                                |
|                   | 72                   | 3     | 0                 | 72                   | 3                       | 29                     | 29                          | 723                            |                                                |
|                   | 503                  | 1     | 0                 | 503                  | 1                       | 47                     | 47                          | 5132                           |                                                |
|                   | 575                  | 4     | 0                 | 575                  | 4                       | 718                    | 718                         | 5855                           |                                                |

I certify that the statements made by me on this form are true.

PILOT'S SIGNATURE

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| YEAR<br>2015<br>DATE | AIRCRAFT<br>MAKE and<br>MODEL | AIRCRAFT<br>IDENTIFICATION<br>NUMBER | POINTS OF DEPARTURE &<br>ARRIVAL |    | AIRCRAFT CATEGORY and CLASSIFICATION |                                  |                          |                  | TYPE OF PILOTING TIME |                       |  |  | AS FLIGHT<br>INSTRUCTOR |
|----------------------|-------------------------------|--------------------------------------|----------------------------------|----|--------------------------------------|----------------------------------|--------------------------|------------------|-----------------------|-----------------------|--|--|-------------------------|
|                      |                               |                                      | FROM                             | TO | AIRPLANE<br>SINGLE ENGINE<br>LAND    | AIRPLANE<br>MULTI-ENGINE<br>LAND | ROTORCRAFT<br>HELICOPTER | DUAL<br>RECEIVED | PILOT-IN-<br>COMMAND  | SECOND-IN-<br>COMMAND |  |  |                         |
| 7/21                 | 280FX                         | 280MH                                | LVT-DPT-LCH-LFT-ARA-L38          |    |                                      |                                  | 77                       | 55               | 77                    | 55                    |  |  |                         |
| 7/22                 | 280FX                         | 280MH                                | L38-ARA-LFT-LCH-ORA-RPT-HOU-LVT  |    |                                      |                                  | 81                       | 18               | 81                    | 18                    |  |  |                         |
| 7/23                 | 269C-1                        | 1459W                                | LVT-AKH-LVT-TX1-LVT              |    |                                      |                                  | 63                       | 20               | 63                    | 20                    |  |  |                         |
| 7/27                 | 269C-1                        | 1549W                                | LVT-EFD-HOU-TAH-DWH-LVT          |    |                                      |                                  | 43                       | 5                | 43                    | 21                    |  |  |                         |
| 7/28                 | 269C-1                        | 1549W                                | LVT-KIYA-L38                     |    |                                      |                                  | 72                       | 5                | 72                    | 5                     |  |  |                         |
| 7/29                 | 269C-1                        | 1549W                                | L38-KPTN-KMSQ-L38-LFT            |    |                                      |                                  | 70                       | 0                | 70                    | 0                     |  |  |                         |
| 7/30                 | 269C-1                        | 1549W                                | L38-LVT                          |    |                                      |                                  | 42                       | 5                | 42                    | 5                     |  |  |                         |
| 8/3                  | 269C-1                        | 1549W                                | LVT-DWH-LVT                      |    |                                      |                                  | 45                       | 24               | 45                    | 24                    |  |  |                         |
| 8/4                  | 269C-1                        | 1549W                                | LVT-ARA-L38                      |    |                                      |                                  | 61                       | 10               | 61                    | 10                    |  |  |                         |
| 8/5                  | 269C-1                        | 1549W                                | L38-CWS-LVT                      |    |                                      |                                  | 73                       | 5                | 73                    | 5                     |  |  |                         |
| 8/6                  | 269C-1                        | 4266                                 | LVT-DWH-LVT                      |    |                                      |                                  | 43                       | 5                | 43                    | 5                     |  |  |                         |
| 8/10                 | 269C-1                        | 4266                                 | LVT-DWH-LVT                      |    |                                      |                                  | 36                       | 5                | 36                    | 5                     |  |  |                         |
| 8/11                 | 269C-1                        | 1549W                                | LVT-LFT                          |    |                                      |                                  | 47                       | 5                | 47                    | 5                     |  |  |                         |
| 8/12                 | 269C-1                        | 1549W                                | LFT-L38-PED-L38                  |    |                                      |                                  | 82                       | 5                | 82                    | 5                     |  |  |                         |
| 269 - 67.7           |                               |                                      | PAGE TOTAL                       |    |                                      |                                  | 835                      | 00               | 835                   | 28                    |  |  |                         |
| 280FX - 15.8         |                               |                                      | AMOUNT FORWARD                   |    |                                      |                                  | 585                      | 521              | 390                   | 445                   |  |  |                         |
|                      |                               |                                      | TOTAL TO DATE                    |    |                                      |                                  | 669                      | 021              | 390                   | 478                   |  |  |                         |

| GROUND<br>TRAINER | CONDITIONS OF FLIGHT |       |    | CROSS-<br>COUNTRY |
|-------------------|----------------------|-------|----|-------------------|
|                   | DAY                  | NIGHT |    |                   |
|                   | 77                   | 55    |    | 77                |
|                   | 81                   | 18    |    | 81                |
|                   | 63                   | 20    |    | 63                |
|                   | 43                   | 21    |    | 43                |
|                   | 72                   | 5     |    | 72                |
|                   | 70                   | 0     |    | 70                |
|                   | 42                   | 5     |    | 42                |
|                   | 45                   | 24    |    | 45                |
|                   | 61                   | 10    |    | 61                |
|                   | 73                   | 5     |    | 73                |
|                   | 43                   | 5     |    | 43                |
|                   | 36                   | 5     |    | 36                |
|                   | 47                   | 5     |    | 47                |
|                   | 82                   | 5     |    | 82                |
|                   | 835                  | 208   | 6  | 835               |
|                   | 575                  | 4     | 70 | 444               |
|                   | 658                  | 9     | 70 | 529               |

| TYPE OF PILOTING TIME |                  |                   |  |  | AS FLIGHT INSTRUCTOR |
|-----------------------|------------------|-------------------|--|--|----------------------|
| DUAL RECEIVED         | PILOT-IN-COMMAND | SECOND-IN-COMMAND |  |  |                      |
| 77                    | 72               | 05                |  |  |                      |
| 10                    | 81               | 18                |  |  |                      |
| 20                    | 63               | 20                |  |  |                      |
| 05                    | 93               | 21                |  |  |                      |
| 05                    | 72               | 07                |  |  |                      |
| 01                    | 76               | 07                |  |  |                      |
| 41                    | 92               | 11                |  |  |                      |
| 28                    | 45               | 28                |  |  |                      |
| 10                    | 61               | 10                |  |  |                      |
| 77                    | 73               | 07                |  |  |                      |
| 16                    | 43               | 06                |  |  |                      |
| 10                    | 36               | 09                |  |  |                      |
| 16                    | 47               | 06                |  |  |                      |
| 48                    | 82               | 08                |  |  |                      |
| 00                    | 00               | 00                |  |  |                      |
| 3                     | 90               | 49                |  |  |                      |
| 3                     | 90               | 47                |  |  |                      |

| GROUND TRAINER | CONDITIONS OF FLIGHT |       |               |                   |                      | NO. INSTR. APPR. | NO. LDG. | TOTAL DURATION OF FLIGHT | REMARKS<br>PROCEDURES, MANEUVERS, ENDORSEMENTS |
|----------------|----------------------|-------|---------------|-------------------|----------------------|------------------|----------|--------------------------|------------------------------------------------|
|                | DAY                  | NIGHT | CROSS-COUNTRY | ACTUAL INSTRUMENT | SIMULATED INSTRUMENT |                  |          |                          |                                                |
|                | 77                   | 55    | 77            |                   | 77                   |                  | 3        | 77                       | pipeline patrol                                |
|                | 81                   | 18    | 81            |                   | 18                   |                  | 3        | 81                       | pipeline patrol                                |
|                | 63                   | 22    | 63            |                   | 22                   |                  | 4        | 63                       | pipeline patrol                                |
|                | 45                   | 08    | 43            |                   | 08                   |                  | 2        | 43                       | pipeline patrol                                |
|                | 72                   | 07    | 72            |                   | 07                   |                  | 3        | 72                       | pipeline patrol                                |
|                | 70                   | 07    | 70            |                   | 07                   |                  | 4        | 70                       | pipeline patrol                                |
|                | 42                   | 08    | 42            |                   | 08                   |                  | 1        | 42                       | pipeline patrol                                |
|                | 45                   | 28    | 45            |                   | 28                   |                  | 2        | 45                       | pipeline patrol                                |
|                | 61                   | 10    | 61            |                   | 10                   |                  | 2        | 61                       | pipeline patrol                                |
|                | 73                   | 07    | 73            |                   | 07                   |                  | 2        | 73                       | pipeline patrol                                |
|                | 43                   | 06    | 43            |                   | 06                   |                  | 2        | 43                       | pipeline patrol                                |
|                | 36                   | 09    | 36            |                   | 09                   |                  | 2        | 36                       | pipeline patrol                                |
|                | 47                   | 06    | 47            |                   | 06                   |                  | 1        | 47                       | pipeline patrol                                |
|                | 82                   | 08    | 82            |                   | 08                   |                  | 3        | 82                       | pipeline patrol                                |
|                | 83                   | 50    | 83            | 50                | 00                   | 00               | 34       | 835                      |                                                |
|                | 57                   | 54    | 57            | 54                | 10                   | 09               | 778      | 5855                     |                                                |
|                | 65                   | 89    | 65            | 89                | 60                   | 09               | 812      | 6690                     |                                                |

I certify that the statements made by me on this form are true.

[Redacted Signature]

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| YEAR<br>20<br>DATE | AIRCRAFT<br>MAKE and<br>MODEL | AIRCRAFT<br>IDENTIFICATION<br>NUMBER | POINTS OF DEPARTURE &<br>ARRIVAL |                | AIRCRAFT CATEGORY and CLASSIFICATION |                                  |                          |         |                  | TYPE OF PILOTING TIME |                       |       |     |  | AS FLIGHT<br>INSTRUCTOR |
|--------------------|-------------------------------|--------------------------------------|----------------------------------|----------------|--------------------------------------|----------------------------------|--------------------------|---------|------------------|-----------------------|-----------------------|-------|-----|--|-------------------------|
|                    |                               |                                      | FROM                             | TO             | AIRPLANE<br>SINGLE ENGINE<br>LAND    | AIRPLANE<br>MULTI-ENGINE<br>LAND | ROTORCRAFT<br>HELICOPTER | Turbine | DUAL<br>RECEIVED | PILOT-IN-<br>COMMAND  | SECOND-IN-<br>COMMAND |       |     |  |                         |
|                    |                               |                                      |                                  |                |                                      |                                  |                          |         |                  |                       |                       |       |     |  |                         |
| 8/13               | 269C-1                        | 1549W                                | L38-ORG-HRY-LVT                  |                |                                      |                                  |                          | 4 9     |                  | P H                   | 4 9                   | P H   |     |  |                         |
| 8/17               | 269C-1                        | 426G                                 | LVT-ARA-L38                      |                |                                      |                                  |                          | 6 7     |                  | P H                   | 6 7                   | P H   |     |  |                         |
| 8/18               | 269C-1                        | 426G                                 | L38-ORG-LVT                      |                |                                      |                                  |                          | 6 7     |                  | P H                   | 6 7                   | P H   |     |  |                         |
| 8/19               | 269C-1                        | 1549W                                | LVT-AXH-LVT                      |                |                                      |                                  |                          | 3 7     |                  | P H                   | 3 7                   | P H   |     |  |                         |
| 8/24               | 269C-1                        | 426G                                 | LVT-DWH-LVT                      |                |                                      |                                  |                          | 4 8     |                  | P H                   | 4 8                   | P H   |     |  |                         |
| 8/25               | 269C-1                        | 426G                                 | LVT-HRY-LVT                      |                |                                      |                                  |                          | 3 1     |                  | P H                   | 3 1                   | P H   |     |  |                         |
| 8/27               | 269C-1                        | 426G                                 | LVT-DWH-LVT                      |                |                                      |                                  |                          | 4 0     |                  | P H                   | 4 0                   | P H   |     |  |                         |
| 8/31               | 269C-1                        | 426G                                 | LVT-ARA-L38                      |                |                                      |                                  |                          | 7 3     |                  | P H                   | 7 3                   | P H   |     |  |                         |
| 9/1                | 269C-1                        | 426G                                 | L38-CWF                          |                |                                      |                                  |                          | 3 5     |                  | P H                   | 3 5                   | P H   |     |  |                         |
| 9/2                | 269C-1                        | 426G                                 | CWF-LVT                          |                |                                      |                                  |                          | 3 5     |                  | P H                   | 3 5                   | P H   |     |  |                         |
| 9/3                | 269C-1                        | 1549W                                | LVT-DWH-LVT                      |                |                                      |                                  |                          | 3 9     |                  | P H                   | 3 9                   | P H   |     |  |                         |
| 9/8                | 269C-1                        | 1549W                                | LVT-IXA-L38                      |                |                                      |                                  |                          | 8 3     |                  | P H                   | 8 3                   | P H   |     |  |                         |
| 9/9                | 269C-1                        | 1549W                                | L38-L38-CWF                      |                |                                      |                                  |                          | 5 9     |                  | P H                   | 5 9                   | P H   |     |  |                         |
| 9/10               | 269C-1                        | 1549W                                | CWF-LVT                          |                |                                      |                                  |                          | 2 7     |                  | P H                   | 2 7                   | P H   |     |  |                         |
| 269C-1 = 69.0      |                               |                                      |                                  | PAGE TOTAL     |                                      |                                  |                          |         | 69 0             | 0 0                   | 0 0                   | 0 0   | 0 0 |  |                         |
|                    |                               |                                      |                                  | AMOUNT FORWARD |                                      |                                  |                          |         | 669 0            | 21 3                  | 90 1                  | 478 0 | 9 8 |  |                         |
|                    |                               |                                      |                                  | TOTAL TO DATE  |                                      |                                  |                          |         | 738 0            | 21 3                  | 90 1                  | 547 0 | 9 8 |  |                         |

| GROUND<br>TRAINER | CONDITIONS OF FLIGHT |       |     | CROSS-<br>COUNTRY |
|-------------------|----------------------|-------|-----|-------------------|
|                   | DAY                  | NIGHT |     |                   |
|                   | 4 9                  | P H   |     | 4                 |
|                   | 6 7                  | P H   |     | 6                 |
|                   | 6 7                  | P H   |     | 6                 |
|                   | 3 7                  | P H   |     | 3                 |
|                   | 4 8                  | P H   |     | 4                 |
|                   | 3 1                  | P H   |     | 3                 |
|                   | 4 0                  | P H   |     | 4                 |
|                   | 7 3                  | P H   |     | 7                 |
|                   | 3 5                  | P H   |     | 3                 |
|                   | 3 5                  | P H   |     | 3                 |
|                   | 3 9                  | P H   |     | 3                 |
|                   | 8 3                  | P H   |     | 8                 |
|                   | 5 9                  | P H   |     | 5                 |
|                   | 2 7                  | P H   |     | 2                 |
|                   | 69 0                 | 0 0   | 0 0 | 69                |
|                   | 658 9                | 10 1  | 0 0 | 527               |
|                   | 727 9                | 10 0  | 0 0 | 596               |

| TYPE OF PILOTING TIME |    |                  |   |                   |    |                      |  |
|-----------------------|----|------------------|---|-------------------|----|----------------------|--|
| DUAL RECEIVED         |    | PILOT-IN-COMMAND |   | SECOND-IN-COMMAND |    | AS FLIGHT INSTRUCTOR |  |
| P                     | 11 | 4                | 9 | P                 | 11 |                      |  |
| 1                     | 1  | 6                | 7 | 1                 | 1  |                      |  |
| 7                     | 1  | 6                | 7 | 7                 | 1  |                      |  |
| 7                     | 1  | 3                | 7 | 7                 | 1  |                      |  |
| 8                     | 1  | 4                | 8 | 8                 | 1  |                      |  |
| 1                     | 1  | 3                | 1 | 1                 | 1  |                      |  |
| 1                     | 1  | 4                | 0 | 1                 | 1  |                      |  |
| 1                     | 1  | 7                | 3 | 1                 | 1  |                      |  |
| 2                     | 1  | 3                | 5 | 2                 | 1  |                      |  |
| 2                     | 1  | 3                | 5 | 2                 | 1  |                      |  |
| 7                     | 1  | 3                | 9 | 7                 | 1  |                      |  |
| 1                     | 1  | 8                | 3 | 1                 | 1  |                      |  |
| 7                     | 1  | 5                | 9 | 7                 | 1  |                      |  |
| 1                     | 1  | 2                | 7 | 1                 | 1  |                      |  |
| 000                   |    | 0690             |   | 000               |    |                      |  |
| 901                   |    | 4780             |   | 901               |    |                      |  |
| 901                   |    | 5470             |   | 901               |    |                      |  |

| GROUND TRAINER | CONDITIONS OF FLIGHT |        |               |                   | NO. INSTR. APPR. | NO. LDG. | TOTAL DURATION OF FLIGHT | REMARKS<br>PROCEDURES, MANEUVERS, ENDORSEMENTS                  |
|----------------|----------------------|--------|---------------|-------------------|------------------|----------|--------------------------|-----------------------------------------------------------------|
|                | DAY                  | NIGHT  | CROSS-COUNTRY | ACTUAL INSTRUMENT |                  |          |                          |                                                                 |
|                | 4 9                  | P 11   | 4 9           | P 11              | 3                | 4 9      | pipeline patrol          |                                                                 |
|                | 6 7                  | 1 1    | 6 7           | 1 1               | 2                | 6 7      | pipeline patrol          |                                                                 |
|                | 6 7                  | 7 1    | 6 7           | 7 1               | 2                | 6 7      | pipeline patrol          |                                                                 |
|                | 3 7                  | 7 1    | 3 7           | 7 1               | 2                | 3 7      | pipeline patrol          |                                                                 |
|                | 4 8                  | 8 1    | 4 8           | 8 1               | 2                | 4 8      | pipeline patrol          |                                                                 |
|                | 3 1                  | 1 1    | 3 1           | 1 1               | 2                | 3 1      | pipeline patrol          |                                                                 |
|                | 4 0                  | 1 1    | 4 0           | 1 1               | 2                | 4 0      | pipeline patrol          |                                                                 |
|                | 7 3                  | 1 1    | 7 3           | 1 1               | 3                | 7 3      | pipeline patrol          |                                                                 |
|                | 3 5                  | 2 1    | 3 5           | 2 1               | 2                | 3 5      | pipeline patrol          |                                                                 |
|                | 3 5                  | 2 1    | 3 5           | 2 1               | 1                | 3 5      | pipeline patrol          |                                                                 |
|                | 3 9                  | 7 1    | 3 9           | 7 1               | 2                | 3 9      | pipeline patrol          |                                                                 |
|                | 8 3                  | 1 1    | 8 3           | 1 1               | 2                | 8 3      | pipeline patrol          |                                                                 |
|                | 5 9                  | 7 1    | 5 9           | 7 1               | 2                | 5 9      | pipeline patrol          |                                                                 |
|                | 2 7                  | 1 1    | 2 7           | 1 1               | 1                | 2 7      | pipeline patrol          |                                                                 |
|                | 69 0                 | 10 0 6 | 0 69 0        | 0 0 0             | 28               | 69 0     |                          | I certify that the statements made by me on this form are true. |
|                | 658 9                | 10 0 8 | 529 6         | 10 9              | 4 1              | 476 69 0 |                          |                                                                 |
|                | 727 9                | 10 0 8 | 590 6         | 10 9              | 4 1              | 47 738 0 |                          |                                                                 |

PILOT'S SIGNATURE

| YEAR<br>2015<br>DATE | AIRCRAFT<br>MAKE and<br>MODEL | AIRCRAFT<br>IDENTIFICATION<br>NUMBER | POINTS OF DEPARTURE &<br>ARRIVAL |    | AIRCRAFT CATEGORY and CLASSIFICATION |                                  |                          |         | TYPE OF PILOTING TIME |                      |                       |      | AS FLIGHT<br>INSTRUCTOR |
|----------------------|-------------------------------|--------------------------------------|----------------------------------|----|--------------------------------------|----------------------------------|--------------------------|---------|-----------------------|----------------------|-----------------------|------|-------------------------|
|                      |                               |                                      | FROM                             | TO | AIRPLANE<br>SINGLE ENGINE<br>LAND    | AIRPLANE<br>MULTI-ENGINE<br>LAND | ROTORCRAFT<br>HELICOPTER | Turbine | DUAL<br>RECEIVED      | PILOT-IN-<br>COMMAND | SECOND-IN-<br>COMMAND |      |                         |
| 9/14                 | 269C-1                        | 426G                                 | LVT-ARA-L38                      |    |                                      |                                  |                          | 68      | 80                    | 68                   | 2                     |      |                         |
| 9/15                 | 269C-1                        | 426G                                 | L38-OR4-LVT                      |    |                                      |                                  |                          | 79      | 90                    | 79                   | 0                     |      |                         |
| 9/16                 | 269C-1                        | 1549W                                | LVT-TAH-VTS-LVT                  |    |                                      |                                  |                          | 39      | 92                    | 39                   | 0                     |      |                         |
| 9/21                 | 269C-1                        | 1549W                                | LVT-DWH-HOO-LVT                  |    |                                      |                                  |                          | 55      | 32                    | 55                   | 0                     |      |                         |
| 9/22                 | 269C-1                        | 1549W                                | LVT-IYA-L38                      |    |                                      |                                  |                          | 82      | 00                    | 82                   | 0                     |      |                         |
| 9/23                 | 269C-1                        | 1549W                                | L38-NEW-CWF                      |    |                                      |                                  |                          | 61      | 12                    | 61                   | 1                     |      |                         |
| 9/24                 | 269C-1                        | 1549W                                | CWF-LVT                          |    |                                      |                                  |                          | 27      | 00                    | 27                   | 0                     |      |                         |
| 9/28                 | 269C-1                        | 1549W                                | LVT-DWH-LVT                      |    |                                      |                                  |                          | 51      | 12                    | 51                   | 1                     |      |                         |
| 9/29                 | 269C-1                        | 1549W                                | LVT-SGL-LVT                      |    |                                      |                                  |                          | 34      | 00                    | 34                   | 0                     |      |                         |
| 9/30                 | 280FX                         | 280MH                                | LVT-HSY-VTS-LVT                  |    |                                      |                                  |                          | 46      | 00                    | 46                   | 0                     |      |                         |
| 10/1                 | 280FX                         | 280MH                                | LVT-TME-DWH-LVT                  |    |                                      |                                  |                          | 49      | 00                    | 49                   | 0                     |      |                         |
| 10/5                 | 269C-1                        | 1549W                                | LVT-IYA-L38                      |    |                                      |                                  |                          | 79      | 00                    | 79                   | 0                     |      |                         |
| 10/6                 | 269C-1                        | 1549W                                | L38-NEW-CWF                      |    |                                      |                                  |                          | 60      | 00                    | 60                   | 0                     |      |                         |
| 10/7                 | 269C-1                        | 1549W                                | CWF-LVT                          |    |                                      |                                  |                          | 29      | 00                    | 29                   | 0                     |      |                         |
| PAGE TOTAL           |                               |                                      |                                  |    |                                      |                                  |                          | 759000  | 0000                  | 07509                | 0000                  |      |                         |
| AMOUNT FORWARD       |                               |                                      |                                  |    |                                      |                                  |                          | 7380    | 213                   | 1901                 | 5470                  | 0000 |                         |
| TOTAL TO DATE        |                               |                                      |                                  |    |                                      |                                  |                          | 8139    | 213                   | 2901                 | 6229                  | 0000 |                         |

| GROUND<br>TRAINER | CONDITIONS OF FLIGHT |       |  |  | CROSS-<br>COUNT |
|-------------------|----------------------|-------|--|--|-----------------|
|                   | DAY                  | NIGHT |  |  |                 |
|                   | 68                   | 00    |  |  |                 |
|                   | 79                   | 00    |  |  |                 |
|                   | 39                   | 00    |  |  |                 |
|                   | 55                   | 00    |  |  |                 |
|                   | 82                   | 00    |  |  |                 |
|                   | 61                   | 01    |  |  |                 |
|                   | 27                   | 00    |  |  |                 |
|                   | 51                   | 01    |  |  |                 |
|                   | 34                   | 00    |  |  |                 |
|                   | 46                   | 00    |  |  |                 |
|                   | 49                   | 00    |  |  |                 |
|                   | 79                   | 00    |  |  |                 |
|                   | 60                   | 01    |  |  |                 |
|                   | 29                   | 00    |  |  |                 |
|                   | 759                  | 0000  |  |  | 7               |
|                   | 7279                 | 5100  |  |  | 55              |
|                   | 8038                 | 9100  |  |  | 67              |

| TYPE OF PILOTING TIME |                  |                   |                      |
|-----------------------|------------------|-------------------|----------------------|
| DUAL RECEIVED         | PILOT-IN-COMMAND | SECONO-IN-COMMAND | AS FLIGHT INSTRUCTOR |
|                       | 68               | 7                 |                      |
|                       | 79               | 0                 |                      |
|                       | 39               | 7                 |                      |
|                       | 55               | 2                 |                      |
|                       | 82               | 3                 |                      |
|                       | 61               | 1                 |                      |
|                       | 27               | 5                 |                      |
|                       | 51               | 2                 |                      |
|                       | 34               | 2                 |                      |
|                       | 46               | 4                 |                      |
|                       | 49               | 4                 |                      |
|                       | 79               | 7                 |                      |
|                       | 60               | 0                 |                      |
|                       | 29               | 4                 |                      |
| 000                   | 75               | 9                 |                      |
| 9011                  | 549              | 0                 |                      |
| 901                   | 022              | 9                 |                      |

| GROUND TRAINER | CONDITIONS OF FLIGHT |       |               |                   |                      | NO. INSTR. APPR. | NO. LDG. | TOTAL DURATION OF FLIGHT | REMARKS<br>PROCEDURES, MANEUVERS, ENDOORSEMENTS |
|----------------|----------------------|-------|---------------|-------------------|----------------------|------------------|----------|--------------------------|-------------------------------------------------|
|                | DAY                  | NIGHT | CROSS-COUNTRY | ACTUAL INSTRUMENT | SIMULATED INSTRUMENT |                  |          |                          |                                                 |
|                | 68                   | 0     | 68            |                   |                      |                  | 2        | 68                       | pipeline patrol                                 |
|                | 79                   | 0     | 79            |                   |                      |                  | 3        | 79                       | pipeline patrol                                 |
|                | 39                   | 0     | 39            |                   |                      |                  | 2        | 39                       | pipeline patrol                                 |
|                | 55                   | 0     | 55            |                   |                      |                  | 2        | 55                       | pipeline patrol                                 |
|                | 82                   | 0     | 82            |                   |                      |                  | 2        | 82                       | pipeline patrol                                 |
|                | 61                   | 0     | 61            |                   |                      |                  | 2        | 61                       | pipeline patrol                                 |
|                | 27                   | 0     | 27            |                   |                      |                  | 1        | 27                       | pipeline patrol                                 |
|                | 51                   | 0     | 51            |                   |                      |                  | 2        | 51                       | pipeline patrol                                 |
|                | 34                   | 0     | 34            |                   |                      |                  | 2        | 34                       | pipeline patrol                                 |
|                | 46                   | 0     | 46            |                   |                      |                  | 3        | 46                       | pipeline patrol                                 |
|                | 49                   | 0     | 49            |                   |                      |                  | 3        | 49                       | pipeline patrol                                 |
|                | 79                   | 0     | 79            |                   |                      |                  | 2        | 79                       | pipeline patrol                                 |
|                | 60                   | 0     | 60            |                   |                      |                  | 2        | 60                       | pipeline patrol                                 |
|                | 29                   | 0     | 29            |                   |                      |                  | 1        | 29                       | pipeline patrol                                 |
|                | 75                   | 9     | 759           | 000               | 000                  |                  | 29       | 759                      |                                                 |
|                | 727                  | 9     | 7270          | 596               | 009                  |                  | 47       | 7380                     |                                                 |
|                | 803                  | 8     | 8030          | 672               | 009                  |                  | 47       | 8139                     |                                                 |

I certify that the statements made by me on this form are true.

PILOT'S SIGNATURE

| YEAR<br>2015<br>DATE | AIRCRAFT<br>MAKE and<br>MODEL | AIRCRAFT<br>IDENTIFICATION<br>NUMBER | POINTS OF DEPARTURE &<br>ARRIVAL |    | AIRCRAFT CATEGORY and CLASSIFICATION |                                  |                          |         | TYPE OF PILOTING TIME |                      |                       |  | AS FLIGHT<br>INSTRUCTOR |
|----------------------|-------------------------------|--------------------------------------|----------------------------------|----|--------------------------------------|----------------------------------|--------------------------|---------|-----------------------|----------------------|-----------------------|--|-------------------------|
|                      |                               |                                      | FROM                             | TO | AIRPLANE<br>SINGLE ENGINE<br>LAND    | AIRPLANE<br>MULTI-ENGINE<br>LAND | ROTORCRAFT<br>HELICOPTER | Turbine | DUAL<br>RECEIVED      | PILOT-IN-<br>COMMAND | SECOND-IN-<br>COMMAND |  |                         |
| 10/12                | 280FX                         | 280MH                                | LVT-TME-DWH-LVT                  |    |                                      |                                  | 5 0                      |         | 5 0                   | 0                    |                       |  |                         |
| 10/13                | 280FX                         | 280MH                                | LVT-HPY-UTS-LVT                  |    |                                      |                                  | 4 2                      |         | 4 2                   |                      |                       |  |                         |
| 10/14                | 280FX                         | 280MH                                | LVT-HPY-LVT                      |    |                                      |                                  | 2 3                      |         | 2 3                   |                      |                       |  |                         |
| 10/15                | 280FX                         | 280MH                                | LVT-AKH-LVT                      |    |                                      |                                  | 3 5                      |         | 3 5                   |                      |                       |  |                         |
| 10/19                | 269C                          | 1549W                                | LVT-IYA-L38                      |    |                                      |                                  | 8 2                      |         | 8 2                   |                      |                       |  |                         |
| 10/20                | 269C                          | 1549W                                | L38-NEW-CWF                      |    |                                      |                                  | 7 3                      |         | 7 3                   |                      |                       |  |                         |
| 10/21                | 269C                          | 1549W                                | CWF LVT                          |    |                                      |                                  | 3 8                      |         | 3 8                   |                      |                       |  |                         |
| 10/26                | 280FX                         | 280MH                                | LVT-TME-DWH-LVT                  |    |                                      |                                  | 5 2                      |         | 5 2                   |                      |                       |  |                         |
| 10/27                | 280FX                         | 280MH                                | LVT-HPY-BPT-HPY-LVT              |    |                                      |                                  | 6 3                      |         | 6 3                   |                      |                       |  |                         |
| 10/28                | 269C                          | 1549W                                | CWF-AKH-LVT                      |    |                                      |                                  | 3 9                      |         | 3 9                   |                      |                       |  |                         |
| 10/29                | 269C                          | 426G                                 | LVT-DWH-LVT                      |    |                                      |                                  | 5 2                      |         | 5 2                   |                      |                       |  |                         |
| 11/2                 | 269C                          | 426G                                 | LVT-IYA-L38                      |    |                                      |                                  | 7 8                      |         | 7 8                   |                      |                       |  |                         |
| 11/3                 | 269C                          | 426G                                 | L38-NEW-CWF                      |    |                                      |                                  | 6 9                      |         | 6 9                   |                      |                       |  |                         |
| 11/4                 | 269C                          | 426G                                 | CWF L38                          |    |                                      |                                  | 4 1                      |         | 4 1                   |                      |                       |  |                         |
| PAGE TOTAL           |                               |                                      |                                  |    |                                      |                                  | 73 7 0 0                 |         | 6 0                   | 73 7                 |                       |  |                         |
| AMOUNT FORWARD       |                               |                                      |                                  |    |                                      |                                  | 813 9 21 3               |         | 90 1                  | 622 9                |                       |  |                         |
| TOTAL TO DATE        |                               |                                      |                                  |    |                                      |                                  | 887 6 21 3               |         | 96 1                  | 696 6                |                       |  |                         |

280FX-26.5  
269C-47.2

| GROUND<br>TRAINER |  | CONDITIONS OF FLIGHT |   |       |   |   |            |
|-------------------|--|----------------------|---|-------|---|---|------------|
|                   |  | DAY                  |   | NIGHT |   |   | CRO<br>COU |
|                   |  | 5                    | 0 |       |   |   |            |
|                   |  | 4                    | 2 |       |   |   |            |
|                   |  | 2                    | 3 |       |   |   |            |
|                   |  | 3                    | 5 |       |   |   |            |
|                   |  | 8                    | 2 |       |   |   |            |
|                   |  | 7                    | 3 |       |   |   |            |
|                   |  | 3                    | 8 |       |   |   |            |
|                   |  | 5                    | 2 |       |   |   |            |
|                   |  | 6                    | 3 |       |   |   |            |
|                   |  | 3                    | 9 |       |   |   |            |
|                   |  | 5                    | 2 |       |   |   |            |
|                   |  | 7                    | 8 |       |   |   |            |
|                   |  | 6                    | 9 |       |   |   |            |
|                   |  | 4                    | 1 |       |   |   |            |
|                   |  | 72                   | 7 | 0     | 0 |   |            |
|                   |  | 803                  | 8 | 10    | 0 | 6 |            |
|                   |  | 877                  | 5 | 10    | 0 | 7 |            |

| TIME OF PILOTING TIME |                  |                   |                      |  |
|-----------------------|------------------|-------------------|----------------------|--|
| RECEIVED              | PILOT-IN-COMMAND | SECOND-IN-COMMAND | AS FLIGHT INSTRUCTOR |  |
|                       | 5 0 0 7          |                   |                      |  |
|                       | 4 2 5 4          |                   |                      |  |
|                       | 2 3 8 8          |                   |                      |  |
|                       | 3 5 2 8          |                   |                      |  |
|                       | 8 2 5 8          |                   |                      |  |
|                       | 7 3 1 5          |                   |                      |  |
|                       | 3 8 8 5          |                   |                      |  |
|                       | 5 2 4 5          |                   |                      |  |
|                       | 6 3 2 2          |                   |                      |  |
|                       | 3 9 8 8          |                   |                      |  |
|                       | 5 2 4 5          |                   |                      |  |
|                       | 7 8 8 5          |                   |                      |  |
|                       | 6 9 8 2          |                   |                      |  |
|                       | 4 1 1 0          |                   |                      |  |
| 0 0                   | 73 7 5 5         |                   |                      |  |
| 90 1                  | 622 9 8 5        |                   |                      |  |
| 96 1                  | 696 6 2 5        |                   |                      |  |

| GROUND TRAINER | CONDITIONS OF FLIGHT |        |               |                   |                      | NO. INSTR. APPR. | NO. LDG. | TOTAL DURATION OF FLIGHT | REMARKS<br>PROCEDURES, MANEUVERS, ENDORSEMENTS                  |
|----------------|----------------------|--------|---------------|-------------------|----------------------|------------------|----------|--------------------------|-----------------------------------------------------------------|
|                | DAY                  | NIGHT  | CROSS-COUNTRY | ACTUAL INSTRUMENT | SIMULATED INSTRUMENT |                  |          |                          |                                                                 |
|                | 5 0                  | 0 2    | 5 0           |                   | 0 2                  |                  | 3        | 5 0                      | EW-100-DMT EW-100-DMT 1700S                                     |
|                | 4 2                  | 5 4    | 4 2           |                   | 5 4                  |                  | 3        | 4 2                      | EW-100-DMT EW-100-DMT 1700S                                     |
|                | 2 3                  | 5 5    | 2 3           |                   | 5 5                  |                  | 2        | 2 3                      | EW-100-DMT EW-100-DMT 1700S                                     |
|                | 3 5                  | 2 8    | 3 5           |                   | 2 8                  |                  | 2        | 3 5                      | EW-100-DMT EW-100-DMT 1700S                                     |
|                | 8 2                  | 5 8    | 8 2           |                   | 5 8                  |                  | 2        | 8 2                      | REL-AYT-IVL WPHZ 1700S                                          |
|                | 7 3                  | 1 5    | 7 3           |                   | 1 5                  |                  | 2        | 7 3                      | REL-AYT-IVL WPHZ 1700S                                          |
|                | 3 8                  | 8 5    | 3 8           |                   | 8 5                  |                  | 1        | 3 8                      | EW-100-DMT EW-100-DMT 1700S                                     |
|                | 5 2                  | 4 5    | 5 2           |                   | 4 5                  |                  | 4        | 5 2                      | EW-100-DMT EW-100-DMT 1700S                                     |
|                | 6 3                  | 2 2    | 6 3           |                   | 2 2                  |                  | 5        | 6 3                      | EW-100-DMT EW-100-DMT 1700S                                     |
|                | 3 9                  | 8 8    | 3 9           |                   | 8 8                  |                  | 2        | 3 9                      | EW-100-DMT EW-100-DMT 1700S                                     |
|                | 5 2                  | 4 5    | 5 2           |                   | 4 5                  |                  | 2        | 5 2                      | EW-100-DMT EW-100-DMT 1700S                                     |
|                | 7 8                  | 8 5    | 7 8           |                   | 8 5                  |                  | 2        | 7 8                      | REL-AYT-IVL WPHZ 1700S                                          |
|                | 6 9                  | 8 2    | 6 9           |                   | 8 2                  |                  | 2        | 6 9                      | EW-100-DMT EW-100-DMT 1700S                                     |
|                | 4 1                  | 1 0    | 4 1           |                   | 1 0                  |                  | 2        | 4 1                      | REL-AYT-IVL WPHZ 1700S                                          |
|                | 73 7                 | 10 0   | 73 7          | 20 00             | 10 00                |                  | 31       | 73 7                     | I certify that the statements made by me on this form are true. |
|                | 803 8                | 8 10 0 | 672 5         | 10 09             | 8 42 11              |                  | 29       | 813 9                    |                                                                 |
|                | 877 5                | 10 0   | 746 2         | 20 9              | 4 11                 |                  | 403      | 887 6                    | PILOT'S SIGNATURE                                               |



| TYPE OF PILOTING TIME |                  |                   |  | AS FLIGHT INSTRUCTOR |
|-----------------------|------------------|-------------------|--|----------------------|
| DUAL RECEIVED         | PILOT-IN-COMMAND | SECOND-IN-COMMAND |  |                      |
| 4 2                   | 5 6 2 2          |                   |  |                      |
| 20 2                  | 5 8 2 2          |                   |  |                      |
| 20 7                  | 7 8 2 7          |                   |  |                      |
| 7 6                   | 6 7 7 6          |                   |  |                      |
| 7 2                   | 5 7 7 2          |                   |  |                      |
|                       | 0 5 2 0          |                   |  |                      |
| 4 2                   | 6 5 2 6          |                   |  |                      |
| 2 2                   | 5 9 2 2          |                   |  |                      |
| 2 2                   | 4 9 2 4          |                   |  |                      |
| 2 2                   | 1 6 2 1          |                   |  |                      |
| 2 2                   | 5 9 2 2          |                   |  |                      |
| 2 2                   | 5 9 2 2          |                   |  |                      |
| 2 2                   | 4 9 2 4          |                   |  |                      |
| 2 2                   | 3 5 2 3          |                   |  |                      |
| 0 0                   | 7 1 2 0          |                   |  |                      |
| 90 1                  | 6 9 6 6          |                   |  |                      |
| 90 1                  | 7 6 7 8          |                   |  |                      |

| GROUND TRAINER |  | CONDITIONS OF FLIGHT |       |               |                                        | NO. INSTR. APPR. | NO. LOG. DAY NIGHT | TOTAL DURATION OF FLIGHT | REMARKS<br>PROCEDURES, MANEUVERS, ENDORSEMENTS                  |
|----------------|--|----------------------|-------|---------------|----------------------------------------|------------------|--------------------|--------------------------|-----------------------------------------------------------------|
|                |  | DAY                  | NIGHT | CROSS-COUNTRY | ACTUAL INSTRUMENT<br><del>ANALOG</del> |                  |                    |                          |                                                                 |
|                |  | 5 6                  |       | 5 6           |                                        |                  | 2                  | 5 6                      |                                                                 |
|                |  | 5 8                  |       | 5 8           |                                        |                  | 4                  | 5 8                      |                                                                 |
|                |  | 7 8                  |       | 7 8           |                                        |                  | 2                  | 7 8                      |                                                                 |
|                |  | 6 7                  |       | 6 7           |                                        |                  | 2                  | 6 7                      |                                                                 |
|                |  | 5 7                  |       | 5 7           |                                        |                  | 2                  | 5 7                      |                                                                 |
|                |  | 0 5                  |       |               |                                        |                  | 1                  | 0 5                      | MX Test Flight                                                  |
|                |  | 6 5                  |       | 6 5           |                                        |                  | 2                  | 6 5                      |                                                                 |
|                |  | 5 9                  |       | 5 9           |                                        |                  | 2                  | 5 9                      |                                                                 |
|                |  | 4 9                  |       | 4 9           |                                        |                  | 3                  | 4 9                      |                                                                 |
|                |  | 1 6                  |       | 1 6           |                                        |                  | 1                  | 1 6                      |                                                                 |
|                |  | 5 9                  |       | 5 9           |                                        |                  | 2                  | 5 9                      |                                                                 |
|                |  | 5 9                  |       | 5 9           |                                        |                  | 2                  | 5 9                      |                                                                 |
|                |  | 4 9                  |       | 4 9           |                                        |                  | 2                  | 4 9                      |                                                                 |
|                |  | 3 5                  |       | 3 5           |                                        |                  | 2                  | 3 5                      |                                                                 |
|                |  | 7 1 2                | 0 0   | 7 1 2         | 0 0                                    | 0 0              | 29                 | 7 1 2                    | I certify that the statements made by me on this form are true. |
|                |  | 872 5                | 740 0 | 746 2         | 0 9                                    | 4 2 1            | 47                 | 887 6                    |                                                                 |
|                |  | 948 7                | 810 0 | 817 4         | 0 9                                    | 2 4 1            | 47                 | 958 8                    | PILOT'S SIGNATURE                                               |

| YE<br>20<br>DA | YEAR        | AIRCRAFT | AIRCRAFT       | POINTS OF DEPARTURE & | AIRCRAFT CATEGORY and CLASSIFICATION |              |            |         | TYPE OF PILOTING TIME |           |            |            |    |   |
|----------------|-------------|----------|----------------|-----------------------|--------------------------------------|--------------|------------|---------|-----------------------|-----------|------------|------------|----|---|
|                | 2015        | MAKE and | IDENTIFICATION | ARRIVAL               | AIRPLANE                             | AIRPLANE     | ROTORCRAFT | Turbine | DUAL                  | PILOT-IN- | SECOND-IN- | AS FLIGHT  |    |   |
|                | DATE        | MODEL    | NUMBER         |                       | SINGLE ENGINE                        | MULTI-ENGINE | HELICOPTER |         | RECEIVED              | COMMAND   | COMMAND    | INSTRUCTOR |    |   |
|                |             |          |                | FROM                  | TO                                   | LAND         | LAND       |         |                       |           |            |            |    |   |
| 11/30          | 269L        | 1549W    | LUT HAY LUT    |                       |                                      |              |            | 3 8     |                       | 8 5       | 3 8        | 8 5        |    |   |
| 12/1           | 269L        | 1549W    | LUT DWH        |                       |                                      |              |            | 2 7     |                       | 7 2       | 2 7        | 7 2        |    |   |
| 12/2           | 269L        | 1549W    | DWH-IYA-L38    |                       |                                      |              |            | 8 5     |                       | 5 8       | 8 5        | 5 8        |    |   |
| 12/3           | 269L        | 1549W    | L38-IYA-LUT    |                       |                                      |              |            | 7 4     |                       | 4 7       | 7 4        | 4 7        |    |   |
| 12/4           | 269L        | 1549W    | LUT LUT        |                       |                                      |              |            | 2 2     |                       | 2 2       | 2 2        | 2 2        |    |   |
| 12/7           | 269L        | 1549W    | LUT LUT        |                       |                                      |              |            | 3 6     |                       | 6 3       | 3 6        | 6 3        |    |   |
| 12/8           | 269L        | 1549W    | LUT-ARA-L38    |                       |                                      |              |            | 6 5     |                       | 5 6       | 6 5        | 5 6        |    |   |
| 12/9           | 269L        | 1549W    | L38-OKG-LUT    |                       |                                      |              |            | 6 3     |                       | 3 6       | 6 3        | 3 6        |    |   |
| 12/10          | 269L        | 426G     | LUT-PWH-LUT    |                       |                                      |              |            | 5 2     |                       | 2 5       | 5 2        | 2 5        |    |   |
| 12/14          | 269L        | 1549W    | LUT-ARA-LUT    |                       |                                      |              |            | 8 4     |                       | 4 8       | 8 4        | 4 8        |    |   |
| 12/15          | 269L        | 1549W    | LUT-IYA-LWF    |                       |                                      |              |            | 8 3     |                       | 3 8       | 8 3        | 3 8        |    |   |
| 12/16          | 269L        | 426G     | LUT-LUT        |                       |                                      |              |            | 2 6     |                       | 6 2       | 2 6        | 6 2        |    |   |
| 12/17          | 269L        | 1549W    | LWF LUT        |                       |                                      |              |            | 6 3     |                       | 3 6       | 6 3        | 3 6        |    |   |
| 12/28          | 269L        | 1549W    | LUT-IYA-L38    |                       |                                      |              |            | 6 9     |                       | 9 6       | 6 9        | 9 6        |    |   |
| 227            | 269L-1-76.1 |          |                |                       | PAGE TOTAL                           |              |            |         | 76                    | 1         | 0          | 0          | 0  | 0 |
| 244            |             |          |                |                       | AMOUNT FORWARD                       |              |            |         | 98                    | 8         | 21         | 3          | 90 | 4 |
| 1000           |             |          |                |                       | TOTAL TO DATE                        |              |            |         | 103                   | 9         | 21         | 3          | 90 | 4 |
| 706            |             |          |                |                       |                                      |              |            |         |                       |           |            |            |    |   |

| GROUND<br>TRAINER | CONDITIONS OF FLIGHT |       |    | CROSS-<br>COUNTRY |
|-------------------|----------------------|-------|----|-------------------|
|                   | DAY                  | NIGHT |    |                   |
|                   | 3                    | 8     | 8  | 3                 |
|                   | 2                    | 7     | 7  | 2                 |
|                   | 8                    | 5     | 8  | 8                 |
|                   | 7                    | 4     | 7  | 7                 |
|                   | 2                    | 2     | 2  | 2                 |
|                   | 3                    | 6     | 3  | 3                 |
|                   | 6                    | 5     | 6  | 6                 |
|                   | 6                    | 3     | 6  | 6                 |
|                   | 5                    | 2     | 5  | 5                 |
|                   | 8                    | 4     | 8  | 8                 |
|                   | 8                    | 3     | 8  | 8                 |
|                   | 2                    | 6     | 2  | 2                 |
|                   | 6                    | 3     | 6  | 6                 |
|                   | 6                    | 9     | 6  | 6                 |
|                   | 76                   | 1     | 0  | 76                |
|                   | 98                   | 7     | 21 | 817               |
|                   | 102                  | 8     | 21 | 893               |

| TYPE OF PILOTING TIME |                  |                   |                      |
|-----------------------|------------------|-------------------|----------------------|
| DUAL RECEIVED         | PILOT-IN-COMMAND | SECOND-IN-COMMAND | AS FLIGHT INSTRUCTOR |
| 85                    | 38               | 85                |                      |
| 27                    | 27               | 27                |                      |
| 85                    | 85               | 85                |                      |
| 74                    | 74               | 74                |                      |
| 22                    | 22               | 22                |                      |
| 36                    | 36               | 36                |                      |
| 65                    | 65               | 65                |                      |
| 63                    | 63               | 63                |                      |
| 52                    | 52               | 52                |                      |
| 84                    | 84               | 84                |                      |
| 83                    | 83               | 83                |                      |
| <del>26</del>         | <del>26</del>    | <del>26</del>     |                      |
| 63                    | 63               | 63                |                      |
| 69                    | 69               | 69                |                      |
| 00                    | 761              | 000               |                      |
| 90                    | 767              | 8                 |                      |
| 90                    | 843              | 9                 |                      |

| GROUND TRAINER | CONDITIONS OF FLIGHT |               |               |                   | NO. INSTR. APPR. | NO. LOG. DAY NIGHT | TOTAL DURATION OF FLIGHT | REMARKS PROCEDURES, MANEUVERS, ENDORSEMENTS                     |
|----------------|----------------------|---------------|---------------|-------------------|------------------|--------------------|--------------------------|-----------------------------------------------------------------|
|                | DAY                  | NIGHT         | CROSS-COUNTRY | ACTUAL INSTRUMENT |                  |                    |                          |                                                                 |
|                | 38                   | 85            | 38            |                   |                  | 2                  | 38                       | INSTR. LOG. APPR. 2                                             |
|                | 27                   | 27            | 27            |                   |                  | 1                  | 27                       | INSTR. LOG. APPR. 1                                             |
|                | 85                   | 85            | 85            |                   |                  | 2                  | 85                       | INSTR. LOG. APPR. 2                                             |
|                | 74                   | 74            | 74            |                   |                  | 2                  | 74                       | INSTR. LOG. APPR. 2                                             |
|                | 22                   | 22            | 22            |                   |                  | 1                  | 22                       | INSTR. LOG. APPR. 1                                             |
|                | 36                   | 36            | 36            |                   |                  | 1                  | 36                       | INSTR. LOG. APPR. 1                                             |
|                | 65                   | 65            | 65            |                   |                  | 2                  | 65                       | INSTR. LOG. APPR. 2                                             |
|                | 63                   | 63            | 63            |                   |                  | 2                  | 63                       | INSTR. LOG. APPR. 2                                             |
|                | 52                   | 52            | 52            |                   |                  | 2                  | 52                       | INSTR. LOG. APPR. 2                                             |
|                | 84                   | 84            | 84            |                   |                  | 3                  | 84                       | INSTR. LOG. APPR. 3                                             |
|                | 83                   | 83            | 83            |                   |                  | 3                  | 83                       | INSTR. LOG. APPR. 3                                             |
|                | <del>26</del>        | <del>26</del> | <del>26</del> |                   |                  | 1                  | <del>26</del>            | ENTERED IN ERROR                                                |
|                | 63                   | 63            | 63            |                   |                  | 3                  | 63                       | INSTR. LOG. APPR. 3                                             |
|                | 69                   | 69            | 69            |                   |                  | 2                  | 69                       | INSTR. LOG. APPR. 2                                             |
|                | 761                  | 000           | 761           | 000               | 010              | 26                 | 761                      | I certify that the statements made by me on this form are true. |
|                | 948                  | 7             | 908           | 817               | 4                | 937                | 958                      | 8                                                               |
|                | 1024                 | 8             | 1008          | 893               | 5                | 938                | 1034                     | 9                                                               |

PILOT'S SIGNATURE

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DA

| YEAR<br>2015<br>DATE | AIRCRAFT<br>MAKE and<br>MODEL | AIRCRAFT<br>IDENTIFICATION<br>NUMBER | POINTS OF DEPARTURE &<br>ARRIVAL |    | AIRCRAFT CATEGORY and CLASSIFICATION |                                  |                          |         | TYPE OF PILOTING TIME |                      |                       |                         |
|----------------------|-------------------------------|--------------------------------------|----------------------------------|----|--------------------------------------|----------------------------------|--------------------------|---------|-----------------------|----------------------|-----------------------|-------------------------|
|                      |                               |                                      | FROM                             | TO | AIRPLANE<br>SINGLE ENGINE<br>LAND    | AIRPLANE<br>MULTI-ENGINE<br>LAND | ROTORCRAFT<br>HELICOPTER | Turbine | DUAL<br>RECEIVED      | PILOT-IN-<br>COMMAND | SECOND-IN-<br>COMMAND | AS FLIGHT<br>INSTRUCTOR |
| 1/29                 | 269C                          | 1549W                                | L38-ARA-L38                      |    | 0                                    | 7                                | 0                        |         | 0                     | 7                    | 0                     |                         |
| 1/30                 | 269C                          | 1549W                                | L38-CWF-LVJ                      |    | 0                                    | 5                                | 4                        |         | 0                     | 5                    | 4                     |                         |
| 1/4                  | 269C                          | 1549W                                | LVJ-CWF-LVJ                      |    | 0                                    | 5                                | 3                        |         | 0                     | 5                    | 3                     |                         |
| 1/5                  | 269C                          | 1549W                                | LVJ-LVJ                          |    | 0                                    | 3                                | 4                        |         | 0                     | 3                    | 4                     |                         |
| 1/7                  | 269C                          | 1549W                                | LVJ-DWH-LVJ                      |    | 0                                    | 4                                | 4                        |         | 0                     | 4                    | 4                     |                         |
| 1/11                 | 269C                          | 1549W                                | LVJ-LYA-L38                      |    | 0                                    | 8                                | 7                        |         | 0                     | 8                    | 7                     |                         |
| 1/12                 | 269C                          | 1549W                                | L38-LYA-L38                      |    | 0                                    | 6                                | 6                        |         | 0                     | 6                    | 6                     |                         |
| 1/13                 | 269C                          | 1549W                                | L38-LVJ-LVJ                      |    | 0                                    | 5                                | 5                        |         | 0                     | 5                    | 5                     |                         |
| 1/18                 | 269C                          | 1549W                                | LVJ-LVJ                          |    | 0                                    | 3                                | 2                        |         | 0                     | 3                    | 2                     |                         |
| 1/19                 | 269C                          | 1549W                                | LVJ-ARA-L38                      |    | 0                                    | 7                                | 5                        |         | 0                     | 7                    | 5                     |                         |
| 1/20                 | 269C                          | 1549W                                | L38-ARA-LVJ                      |    | 0                                    | 7                                | 4                        |         | 0                     | 7                    | 4                     |                         |
| 1/21                 | 269C                          | 1549W                                | LVJ-LVJ                          |    | 0                                    | 1                                | 1                        |         | 0                     | 1                    | 1                     |                         |
| 1/25                 | 269C                          | 1549W                                | LVJ-ARA-L38                      |    | 0                                    | 7                                | 2                        |         | 0                     | 7                    | 2                     |                         |
| 1/26                 | 269C                          | 1549W                                | L38-L38                          |    | 0                                    | 4                                | 6                        |         | 0                     | 4                    | 6                     |                         |
| PAGE TOTAL           |                               |                                      |                                  |    | 77                                   | 3                                | 0                        | 0       | 0                     | 77                   | 3                     | 0                       |
| AMOUNT FORWARD       |                               |                                      |                                  |    | 1024                                 | 9                                | 21                       | 3       | 90                    | 843                  | 9                     | 8                       |
| TOTAL TO DATE        |                               |                                      |                                  |    | 1102                                 | 12                               | 21                       | 3       | 90                    | 921                  | 12                    | 8                       |

| GROUND<br>TRAINER | CONDITIONS OF FLIGHT |       |    |   | CRO:<br>COU |
|-------------------|----------------------|-------|----|---|-------------|
|                   | DAY                  | NIGHT |    |   |             |
|                   | 7                    | 0     | 0  | 0 |             |
|                   | 5                    | 4     | 0  | 2 |             |
|                   | 5                    | 3     | 0  | 0 |             |
|                   | 3                    | 4     | 0  | 0 |             |
|                   | 4                    | 4     | 0  | 0 |             |
|                   | 8                    | 7     | 0  | 0 |             |
|                   | 6                    | 6     | 0  | 0 |             |
|                   | 5                    | 5     | 0  | 0 |             |
|                   | 3                    | 2     | 0  | 0 |             |
|                   | 7                    | 5     | 0  | 0 |             |
|                   | 7                    | 4     | 0  | 0 |             |
|                   | 1                    | 1     | 0  | 0 |             |
|                   | 7                    | 2     | 0  | 0 |             |
|                   | 4                    | 6     | 0  | 0 |             |
|                   | 77                   | 3     | 0  | 0 |             |
|                   | 1024                 | 8     | 21 | 3 | 8           |
|                   | 1102                 | 12    | 21 | 3 | 8           |

| TYPE OF PILOTING TIME |                  |                   |                      |  |  |  |  |
|-----------------------|------------------|-------------------|----------------------|--|--|--|--|
| DUAL RECEIVED         | PILOT-IN-COMMAND | SECOND-IN-COMMAND | AS FLIGHT INSTRUCTOR |  |  |  |  |
| 07                    | 70               | 05                |                      |  |  |  |  |
| 02                    | 54               | 13                |                      |  |  |  |  |
| 02                    | 53               | 17                |                      |  |  |  |  |
| 05                    | 34               | 12                |                      |  |  |  |  |
| 02                    | 44               | 10                |                      |  |  |  |  |
| 08                    | 87               | 08                |                      |  |  |  |  |
| 02                    | 66               | 09                |                      |  |  |  |  |
| 02                    | 55               | 11                |                      |  |  |  |  |
| 04                    | 32               | 11                |                      |  |  |  |  |
| 07                    | 75               | 07                |                      |  |  |  |  |
| 07                    | 74               | 07                |                      |  |  |  |  |
| 11                    | 11               | 11                |                      |  |  |  |  |
| 15                    | 72               | 07                |                      |  |  |  |  |
| 01                    | 46               | 01                |                      |  |  |  |  |
| 1000                  | 77               | 30                |                      |  |  |  |  |
| 9071                  | 843              | 9                 |                      |  |  |  |  |
| 9071                  | 921              | 2                 |                      |  |  |  |  |

| GROUND TRAINER | CONDITIONS OF FLIGHT |       |               |                   |                      | NO. INSTR. APPR. | NO. LDG. | TOTAL DURATION OF FLIGHT | REMARKS<br>PROCEDURES, MANEUVERS, ENDORSEMENTS                  |
|----------------|----------------------|-------|---------------|-------------------|----------------------|------------------|----------|--------------------------|-----------------------------------------------------------------|
|                | DAY                  | NIGHT | CROSS-COUNTRY | ACTUAL INSTRUMENT | SIMULATED INSTRUMENT |                  |          |                          |                                                                 |
|                | 70                   | 07    | 70            |                   | 07                   |                  | 2        | 70                       | 311-224-821 6000 1015 000                                       |
|                | 54                   | 02    | 54            |                   | 42                   |                  | 2        | 54                       | 100 100 100 100 100 100                                         |
|                | 53                   | 03    | 53            |                   | 34                   |                  | 2        | 53                       | 100 100 100 100 100 100                                         |
|                | 34                   | 02    | 34            |                   | 23                   |                  | 1        | 34                       | 100 100 100 100 100 100                                         |
|                | 44                   | 06    | 44            |                   | 44                   |                  | 2        | 44                       | 100 100 100 100 100 100                                         |
|                | 87                   | 08    | 87            |                   | 70                   |                  | 2        | 87                       | 100 100 100 100 100 100                                         |
|                | 66                   | 08    | 66            |                   | 66                   |                  | 2        | 66                       | 100 100 100 100 100 100                                         |
|                | 55                   | 08    | 55            |                   | 55                   |                  | 2        | 55                       | 100 100 100 100 100 100                                         |
|                | 32                   | 04    | 32            |                   | 32                   |                  | 1        | 32                       | 100 100 100 100 100 100                                         |
|                | 75                   | 05    | 75            |                   | 75                   |                  | 2        | 75                       | 100 100 100 100 100 100                                         |
|                | 74                   | 07    | 74            |                   | 74                   |                  | 2        | 74                       | 100 100 100 100 100 100                                         |
|                | 11                   | 11    | 11            |                   | 11                   |                  | 1        | 11                       | 100 100 100 100 100 100                                         |
|                | 72                   | 07    | 72            |                   | 72                   |                  | 2        | 72                       | 100 100 100 100 100 100                                         |
|                | 46                   | 01    | 46            |                   | 46                   |                  | 1        | 46                       | 100 100 100 100 100 100                                         |
|                | 77                   | 30    | 77            | 30                | 00                   | 00               | 24       | 77 3                     | I certify that the statements made by me on this form are true. |
|                | 1024                 | 8     | 873           | 5                 | 00                   | 9                | 958/47   | 1024 9                   |                                                                 |
|                | 1102                 | 1     | 970           | 8                 | 00                   | 9                | 981/47   | 1112 2                   | PILOT'S SIGNATURE                                               |

YE  
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 10/2  
 11/2  
 12/2  
 15/2  
 16/2  
 17/2  
 18/2  
 222  
 244  
 300  
 206

| YEAR<br>2016<br>DATE | AIRCRAFT<br>MAKE and<br>MODEL | AIRCRAFT<br>IDENTIFICATION<br>NUMBER | POINTS OF DEPARTURE &<br>ARRIVAL |         | AIRCRAFT CATEGORY and CLASSIFICATION |                                  |                          |   | TYPE OF PILOTING TIME |                      |                       |                         |
|----------------------|-------------------------------|--------------------------------------|----------------------------------|---------|--------------------------------------|----------------------------------|--------------------------|---|-----------------------|----------------------|-----------------------|-------------------------|
|                      |                               |                                      | FROM                             | TO      | AIRPLANE<br>SINGLE ENGINE<br>LAND    | AIRPLANE<br>MULTI-ENGINE<br>LAND | ROTORCRAFT<br>HELICOPTER |   | DUAL<br>RECEIVED      | PILOT-IN-<br>COMMAND | SECOND-IN-<br>COMMAND | AS FLIGHT<br>INSTRUCTOR |
| 1/27                 | 269C                          | 1549W                                | L38                              | CWF-LVI |                                      |                                  | 5                        | 7 |                       | 5                    | 7                     |                         |
| 1/28                 | 269C                          | 1549W                                | LVI                              | LVI     |                                      |                                  | 2                        | 7 |                       | 2                    | 7                     |                         |
| 2/1                  | 269C                          | 1549W                                | LVI                              | LVI     |                                      |                                  | 3                        | 2 |                       | 3                    | 2                     |                         |
| 2/2                  | 269C                          | 1549W                                | LVI                              | 3R7     |                                      |                                  | 3                        | 9 |                       | 3                    | 9                     |                         |
| 3/2                  | 269C                          | 1549W                                | 3R7-L38                          | CWF     |                                      |                                  | 8                        | 0 |                       | 8                    | 0                     |                         |
| 4/2                  | 269C                          | 1549W                                | CWF                              | LVI     |                                      |                                  | 3                        | 4 |                       | 3                    | 4                     |                         |
| 8/2                  | 269C                          | 1549W                                | LVI-DWH                          | LVI     |                                      |                                  | 4                        | 1 |                       | 4                    | 1                     |                         |
| 10/2                 | 269C                          | 1549W                                | LVI-IYA                          | L38     |                                      |                                  | 6                        | 1 |                       | 6                    | 1                     |                         |
| 11/2                 | 269C                          | 1549W                                | L38-NEW-IYA                      | CWF     |                                      |                                  | 8                        | 4 |                       | 8                    | 4                     |                         |
| 12/2                 | 269C                          | 1549W                                | CWF                              | LVI     |                                      |                                  | 2                        | 9 |                       | 2                    | 9                     |                         |
| 15/2                 | 269C                          | 1549W                                | LVI                              | LVI     |                                      |                                  | 3                        | 9 |                       | 3                    | 9                     |                         |
| 16/2                 | 269C                          | 1549W                                | LVI-DWH                          | LVI     |                                      |                                  | 4                        | 2 |                       | 4                    | 2                     |                         |
| 17/2                 | 269C                          | 1549W                                | LVI-IYA                          | BTR     |                                      |                                  | 7                        | 3 |                       | 7                    | 3                     |                         |
| 18/2                 | 269C                          | 1549W                                | BTR-PIN                          | CWF-LVI |                                      |                                  | 7                        | 8 |                       | 7                    | 8                     |                         |
| 269C-71.6            |                               |                                      |                                  |         | PAGE TOTAL                           |                                  | 71                       | 6 | 0                     | 0                    | 0                     | 0                       |
|                      |                               |                                      |                                  |         | AMOUNT FORWARD                       |                                  | 1112                     | 2 | 21                    | 3                    | 90                    | 9                       |
|                      |                               |                                      |                                  |         | TOTAL TO DATE                        |                                  | 1183                     | 8 | 21                    | 3                    | 90                    | 1                       |

| GROUND<br>TRAINER | CONDITIONS OF FLIGHT |       |    | CROSS<br>COUNT |
|-------------------|----------------------|-------|----|----------------|
|                   | DAY                  | NIGHT |    |                |
|                   | 5                    | 7     | 1  | 5              |
|                   | 2                    | 7     | 0  | 2              |
|                   | 3                    | 2     | 0  |                |
|                   | 3                    | 9     | 0  |                |
|                   | 8                    | 0     | 0  |                |
|                   | 3                    | 4     | 0  |                |
|                   | 4                    | 1     | 0  |                |
|                   | 6                    | 1     | 0  |                |
|                   | 8                    | 4     | 0  |                |
|                   | 2                    | 9     | 0  |                |
|                   | 3                    | 9     | 0  |                |
|                   | 4                    | 2     | 0  |                |
|                   | 7                    | 3     | 0  |                |
|                   | 7                    | 8     | 0  |                |
|                   | 71                   | 6     | 10 | 9              |
|                   | 1102                 | 1     | 70 | 9              |
|                   | 1173                 | 7     | 70 | 10             |

| TYPE OF PILOTING TIME |                  |                   |                      |
|-----------------------|------------------|-------------------|----------------------|
| DUAL RECEIVED         | PILOT-IN-COMMAND | SECOND-IN-COMMAND | AS FLIGHT INSTRUCTOR |
|                       | 5 7              |                   |                      |
|                       | 2 7              |                   |                      |
|                       | 3 2              |                   |                      |
|                       | 3 9              |                   |                      |
|                       | 8 0              |                   |                      |
|                       | 3 4              |                   |                      |
|                       | 4 1              |                   |                      |
|                       | 6 1              |                   |                      |
|                       | 8 4              |                   |                      |
|                       | 2 9              |                   |                      |
|                       | 3 9              |                   |                      |
|                       | 4 2              |                   |                      |
|                       | 7 3              |                   |                      |
|                       | 7 8              |                   |                      |
| 0 0                   | 071 6            |                   |                      |
| 90 1                  | 921 2            |                   |                      |
| 90 1                  | 992 8            |                   |                      |

| GROUND TRAINER | CONDITIONS OF FLIGHT |       |               |                   |                      | NO. INSTR. APPR. | NO. LDG. DAY / NIGHT | TOTAL DURATION OF FLIGHT | REMARKS<br>PROCEDURES, MANEUVERS, ENDORSEMENTS |
|----------------|----------------------|-------|---------------|-------------------|----------------------|------------------|----------------------|--------------------------|------------------------------------------------|
|                | DAY                  | NIGHT | CROSS-COUNTRY | ACTUAL INSTRUMENT | SIMULATED INSTRUMENT |                  |                      |                          |                                                |
|                | 5 7                  |       | 5 7           |                   |                      |                  | 2                    | 5 7                      |                                                |
|                | 2 7                  |       | 2 7           |                   |                      |                  | 1                    | 2 7                      |                                                |
|                | 3 2                  |       | 3 2           |                   |                      |                  | 1                    | 3 2                      |                                                |
|                | 3 9                  |       | 3 9           |                   |                      |                  | 1                    | 3 9                      |                                                |
|                | 8 0                  |       | 8 0           |                   |                      |                  | 2                    | 8 0                      |                                                |
|                | 3 4                  |       | 3 4           |                   |                      |                  | 1                    | 3 4                      |                                                |
|                | 4 1                  |       | 4 1           |                   |                      |                  | 2                    | 4 1                      |                                                |
|                | 6 1                  |       | 6 1           |                   |                      |                  | 2                    | 6 1                      |                                                |
|                | 8 4                  |       | 8 4           |                   |                      |                  | 3                    | 8 4                      |                                                |
|                | 2 9                  |       | 2 9           |                   |                      |                  | 1                    | 2 9                      |                                                |
|                | 3 9                  |       | 3 9           |                   |                      |                  | 2                    | 3 9                      |                                                |
|                | 4 2                  |       | 4 2           |                   |                      |                  | 2                    | 4 2                      |                                                |
|                | 7 3                  |       | 7 3           |                   |                      |                  | 2                    | 7 3                      |                                                |
|                | 7 8                  |       | 7 8           |                   |                      |                  | 4                    | 7 8                      |                                                |
|                | 71 6                 | 00 0  | 71 6          | 00 0              | 00 0                 |                  | 26                   | 71 6                     |                                                |
|                | 1102 1               | 10 0  | 910 8         | 0 9               | 4 11                 | 982              | 47 1112 3            |                          |                                                |
|                | 1173 7               | 10 0  | 1042 4        | 0 9               | 4 11                 | 1008             | 47 1183 8            |                          |                                                |

I certify that the statements made by me on this form are true.

PILOT'S SIGNATURE

| YEAR<br>2016<br>DATE | AIRCRAFT<br>MAKE and<br>MODEL | AIRCRAFT<br>IDENTIFICATION<br>NUMBER | POINTS OF DEPARTURE &<br>ARRIVAL |     | AIRCRAFT CATEGORY and CLASSIFICATION |                                  |                          |   | TYPE OF PILOTING TIME |                      |                       |                         |
|----------------------|-------------------------------|--------------------------------------|----------------------------------|-----|--------------------------------------|----------------------------------|--------------------------|---|-----------------------|----------------------|-----------------------|-------------------------|
|                      |                               |                                      | FROM                             | TO  | AIRPLANE<br>SINGLE ENGINE<br>LAND    | AIRPLANE<br>MULTI-ENGINE<br>LAND | ROTORCRAFT<br>HELICOPTER |   | DUAL<br>RECEIVED      | PILOT-IN-<br>COMMAND | SECOND-IN-<br>COMMAND | AS FLIGHT<br>INSTRUCTOR |
| 22/2                 | 269C                          | 1549W                                | LVI                              | LVI |                                      |                                  | 2                        | 1 |                       | 2                    | 1                     |                         |
| 23/2                 | 269C                          | 1549W                                | LVI                              | LVI |                                      |                                  | 3                        | 4 |                       | 3                    | 4                     |                         |
| 24/2                 | 269C                          | 1549W                                | LVI-CWF-LVI                      |     |                                      |                                  | 5                        | 5 |                       | 5                    | 5                     |                         |
| 25/2                 | 280FX                         | 280WH                                | LVI                              | LVI |                                      |                                  | 3                        | 6 |                       | 3                    | 6                     |                         |
| 28/2                 | 269C                          | 1549W                                | LVI-IYA-L38                      |     |                                      |                                  | 7                        | 5 |                       | 7                    | 5                     |                         |
| 29/2                 | 269C                          | 1549W                                | L38-PTW-L38                      |     |                                      |                                  | 7                        | 5 |                       | 7                    | 5                     |                         |
| 1/3                  | 269C                          | 1549W                                | L38-HPY-LVI                      |     |                                      |                                  | 6                        | 2 |                       | 6                    | 2                     |                         |
| 2/3                  | 280FX                         | 280WH                                | LVI-HPY-741-LVI                  |     |                                      |                                  | 4                        | 7 |                       | 4                    | 7                     |                         |
| 3/3                  | 280FX                         | 280WH                                | LVI                              | LVI |                                      |                                  | 3                        | 5 |                       | 3                    | 5                     |                         |
| 7/3                  | 269C                          | 1549W                                | LVI-DWH-LVI                      |     |                                      |                                  | 5                        | 0 |                       | 5                    | 0                     |                         |
| 10/3                 | 269C                          | 1549W                                | LVI                              | LVI |                                      |                                  | 5                        | 1 |                       | 5                    | 1                     |                         |
| 11/3                 | 280FX                         | 280WH                                | LVI-CWF-LVI                      |     |                                      |                                  | 5                        | 3 |                       | 5                    | 3                     |                         |
| 14/3                 | 269C                          | 1549W                                | LVI-IYA-L38                      |     |                                      |                                  | 7                        | 8 |                       | 7                    | 8                     |                         |
| 15/3                 | 269C                          | 1549W                                | L38-New IYA-CWF                  |     |                                      |                                  | 10                       | 0 |                       | 10                   | 0                     |                         |
| PAGE TOTAL           |                               |                                      |                                  |     | 5                                    | 4                                | 99                       | 2 | 0                     | 0                    | 0                     | 77                      |
| AMOUNT FORWARD       |                               |                                      |                                  |     | 0                                    | 0                                | 1183                     | 8 | 21                    | 3                    | 90                    | 77                      |
| TOTAL TO DATE        |                               |                                      |                                  |     | 0                                    | 0                                | 1261                     | 0 | 21                    | 3                    | 90                    | 77                      |

| GROUND<br>TRAINER | CONDITIONS OF FLIGHT |       |    | CROSS-<br>COUNTRY |
|-------------------|----------------------|-------|----|-------------------|
|                   | DAY                  | NIGHT |    |                   |
|                   | 2                    | 1     | 1  | 2                 |
|                   | 3                    | 4     | 1  | 3                 |
|                   | 5                    | 5     | 2  | 5                 |
|                   | 3                    | 6     | 2  | 3                 |
|                   | 7                    | 5     | 2  | 7                 |
|                   | 7                    | 5     | 2  | 7                 |
|                   | 6                    | 2     | 1  | 6                 |
|                   | 4                    | 7     | 1  | 4                 |
|                   | 3                    | 5     | 2  | 3                 |
|                   | 5                    | 0     | 0  | 5                 |
|                   | 5                    | 1     | 1  | 5                 |
|                   | 5                    | 3     | 1  | 5                 |
|                   | 7                    | 8     | 1  | 7                 |
|                   | 10                   | 0     | 0  | 10                |
|                   | 77                   | 2     | 10 | 77                |
|                   | 1173                 | 7     | 10 | 1042              |
|                   | 1250                 | 9     | 10 | 1119              |

| TYPE OF PILOTING TIME |                  |                   |                      |  |  |
|-----------------------|------------------|-------------------|----------------------|--|--|
| DUAL RECEIVED         | PILOT-IN-COMMAND | SECOND-IN-COMMAND | AS FLIGHT INSTRUCTOR |  |  |
|                       | 21               | 10                |                      |  |  |
|                       | 34               | 10                |                      |  |  |
|                       | 55               | 20                |                      |  |  |
|                       | 36               | 20                |                      |  |  |
|                       | 75               | 20                |                      |  |  |
|                       | 75               | 20                |                      |  |  |
|                       | 62               | 20                |                      |  |  |
|                       | 47               | 20                |                      |  |  |
|                       | 35               | 20                |                      |  |  |
|                       | 50               | 20                |                      |  |  |
|                       | 51               | 20                |                      |  |  |
|                       | 53               | 20                |                      |  |  |
|                       | 78               | 20                |                      |  |  |
|                       | 100              | 20                |                      |  |  |
| 0 40                  | 77               | 20                | 50                   |  |  |
| 90 11                 | 992              | 80                | 80                   |  |  |
| 90 11                 | 1070             | 0                 | 0                    |  |  |

| GROUND TRAINER | CONDITIONS OF FLIGHT |       |               |                   |                      |   | NO. INSTR. APPR. | NO. LDG. | TOTAL DURATION OF FLIGHT | REMARKS<br>PROCEDURES, MANEUVERS, ENDORSEMENTS                  |
|----------------|----------------------|-------|---------------|-------------------|----------------------|---|------------------|----------|--------------------------|-----------------------------------------------------------------|
|                | DAY                  | NIGHT | CROSS-COUNTRY | ACTUAL INSTRUMENT | SIMULATED INSTRUMENT |   |                  |          |                          |                                                                 |
|                | 21                   | 10    | 21            |                   | 10                   |   | 1                | 21       |                          |                                                                 |
|                | 34                   | 10    | 34            |                   | 10                   |   | 1                | 34       |                          |                                                                 |
|                | 55                   | 20    | 55            |                   | 20                   |   | 2                | 55       |                          |                                                                 |
|                | 36                   | 20    | 36            |                   | 20                   |   | 2                | 36       |                          |                                                                 |
|                | 75                   | 20    | 75            |                   | 20                   |   | 2                | 75       |                          |                                                                 |
|                | 75                   | 20    | 75            |                   | 20                   |   | 2                | 75       |                          |                                                                 |
|                | 62                   | 20    | 62            |                   | 20                   |   | 2                | 62       |                          |                                                                 |
|                | 47                   | 20    | 47            |                   | 20                   |   | 3                | 47       |                          |                                                                 |
|                | 35                   | 20    | 35            |                   | 20                   |   | 2                | 35       |                          |                                                                 |
|                | 50                   | 20    | 50            |                   | 20                   |   | 2                | 50       |                          |                                                                 |
|                | 51                   | 20    | 51            |                   | 20                   |   | 2                | 51       |                          |                                                                 |
|                | 53                   | 20    | 53            |                   | 20                   |   | 3                | 53       |                          |                                                                 |
|                | 78                   | 20    | 78            |                   | 20                   |   | 2                | 78       |                          |                                                                 |
|                | 100                  | 20    | 100           |                   | 20                   |   | 3                | 100      |                          |                                                                 |
|                | 77                   | 20    | 77            | 20                | 0                    | 0 | 29               | 77       | 2                        | I certify that the statements made by me on this form are true. |
|                | 1173                 | 7     | 1042          | 4                 | 0                    | 9 | 47               | 1183     | 8                        |                                                                 |
|                | 1250                 | 9     | 1119          | 0                 | 9                    | 4 | 47               | 1261     | 0                        | PILOT'S SIGNATURE                                               |

| YEAR<br>2016<br>DATE | AIRCRAFT<br>MAKE and<br>MODEL | AIRCRAFT<br>IDENTIFICATION<br>NUMBER | POINTS OF DEPARTURE &<br>ARRIVAL |     | AIRCRAFT CATEGORY and CLASSIFICATION |                                  |                          |         | TYPE OF PILOTING TIME |                      |                       |                         |
|----------------------|-------------------------------|--------------------------------------|----------------------------------|-----|--------------------------------------|----------------------------------|--------------------------|---------|-----------------------|----------------------|-----------------------|-------------------------|
|                      |                               |                                      | FROM                             | TO  | AIRPLANE<br>SINGLE ENGINE<br>LAND    | AIRPLANE<br>MULTI-ENGINE<br>LAND | ROTORCRAFT<br>HELICOPTER | Turbine | DUAL<br>RECEIVED      | PILOT-IN-<br>COMMAND | SECOND-IN-<br>COMMAND | AS FLIGHT<br>INSTRUCTOR |
| 16/3                 | 269C                          | 1549W                                | CWF                              | LVI |                                      |                                  | 3                        | 1       | 1                     | 3                    | 1                     |                         |
| 17/3                 | 280FX                         | 280MH                                | LVI                              | LVI |                                      |                                  | 3                        | 7       | 7                     | 3                    | 7                     |                         |
| 21/3                 | 269C                          | 1549W                                | LVI-UXL                          | LVI |                                      |                                  | 6                        | 0       | 0                     | 6                    | 0                     |                         |
| 22/3                 | 206B                          | 4068G                                | LVI-DWH                          | LVI |                                      |                                  | 4                        | 2       | 4                     | 4                    | 2                     |                         |
| 23/3                 | 269C                          | 1549W                                | LVI-TME-LVI                      |     |                                      |                                  | 3                        | 9       | 9                     | 3                    | 9                     |                         |
| 24/3                 | 269C                          | 1549W                                | LVI-DWH-LVI                      |     |                                      |                                  | 2                        | 1       | 1                     | 2                    | 1                     |                         |
| 28/3                 | 269C                          | 1549W                                | LVI-IYA-L38                      |     |                                      |                                  | 6                        | 6       | 6                     | 6                    | 6                     |                         |
| 29/3                 | 269C                          | 1549W                                | L38-NEW-L38                      |     |                                      |                                  | 6                        | 6       | 6                     | 6                    | 6                     |                         |
| 30/3                 | 269C                          | 1549W                                | L38-ARA-CWF                      |     |                                      |                                  | 5                        | 3       | 5                     | 3                    | 5                     |                         |
| 31/3                 | 269C                          | 1549W                                | CWF-BPT-LVI                      |     |                                      |                                  | 3                        | 7       | 7                     | 3                    | 7                     |                         |
| 1/4                  | 269C                          | 426G                                 | LVI-DWH-LVI                      |     |                                      |                                  | 3                        | 6       | 6                     | 3                    | 6                     |                         |
| 4/4                  | 280FX                         | 280MH                                | LVI-TME-LVI                      |     |                                      |                                  | 3                        | 9       | 9                     | 3                    | 9                     |                         |
| 5/4                  | 269C                          | 426G                                 | LVI-CWF-LVI                      |     |                                      |                                  | 4                        | 9       | 9                     | 4                    | 9                     |                         |
| 7/4                  | 269C                          | 1549W                                | LVI-DWH-LVI                      |     |                                      |                                  | 4                        | 5       | 5                     | 4                    | 5                     |                         |
| 269C-50.3            |                               |                                      |                                  |     | PAGE TOTAL                           |                                  | 62                       | 1       | 4                     | 2                    | 0                     | 50                      |
| 280FX-7.6            |                               |                                      |                                  |     | AMOUNT FORWARD                       |                                  | 126                      | 0       | 21                    | 3                    | 90                    | 111                     |
| 206B-4.2             |                               |                                      |                                  |     | TOTAL TO DATE                        |                                  | 132                      | 1       | 25                    | 5                    | 90                    | 111                     |

| GROUND<br>TRAINER | CONDITIONS OF FLIGHT |       |     |    | CROSS<br>COUNT |
|-------------------|----------------------|-------|-----|----|----------------|
|                   | DAY                  | NIGHT |     |    |                |
|                   | 3                    | 1     |     |    |                |
|                   | 3                    | 7     |     |    |                |
|                   | 6                    | 0     |     |    |                |
|                   | 4                    | 2     |     |    |                |
|                   | 3                    | 9     |     |    |                |
|                   | 2                    | 1     |     |    |                |
|                   | 6                    | 6     |     |    |                |
|                   | 6                    | 6     |     |    |                |
|                   | 5                    | 3     |     |    |                |
|                   | 3                    | 7     |     |    |                |
|                   | 3                    | 6     |     |    |                |
|                   | 3                    | 9     |     |    |                |
|                   | 4                    | 9     |     |    |                |
|                   | 4                    | 5     |     |    |                |
|                   | 62                   | 1     | 0   | 20 | 62             |
|                   | 1250                 | 9     | 100 | 0  | 1119           |
|                   | 1313                 | 0     | 10  | 0  | 118            |

| TYPE OF PILOTING TIME |                  |                   |                      |  |
|-----------------------|------------------|-------------------|----------------------|--|
| DUAL RECEIVED         | PILOT-IN-COMMAND | SECOND-IN-COMMAND | AS FLIGHT INSTRUCTOR |  |
| 13                    | 31               | 1                 |                      |  |
| 74                    | 37               | 5                 |                      |  |
| 02                    | 60               | 0                 |                      |  |
| 74                    | 42               | 5                 |                      |  |
| 98                    | 39               | 9                 |                      |  |
| 11                    | 21               | 1                 |                      |  |
| 00                    | 66               | 0                 |                      |  |
| 70                    | 66               | 0                 |                      |  |
| 73                    | 53               | 3                 |                      |  |
| 75                    | 37               | 7                 |                      |  |
| 98                    | 36               | 6                 |                      |  |
| 98                    | 39               | 9                 |                      |  |
| 74                    | 49               | 9                 |                      |  |
| 74                    | 45               | 2                 |                      |  |
| 050                   | 02               | 1                 |                      |  |
| 70                    | 107              | 0                 |                      |  |
| 101                   | 113              | 0                 |                      |  |

| GROUND TRAINER | CONDITIONS OF FLIGHT |       |               |                   |                      | NO. INSTR. APPR. | NO. LDG. DAY NIGHT | TOTAL DURATION OF FLIGHT | REMARKS PROCEDURES, MANEUVERS, ENDORSEMENTS |
|----------------|----------------------|-------|---------------|-------------------|----------------------|------------------|--------------------|--------------------------|---------------------------------------------|
|                | DAY                  | NIGHT | CROSS-COUNTRY | ACTUAL INSTRUMENT | SIMULATED INSTRUMENT |                  |                    |                          |                                             |
|                | 31                   | 0     | 31            |                   | 1                    |                  | 1                  | 31                       |                                             |
|                | 37                   | 5     | 37            |                   | 5                    |                  | 2                  | 37                       |                                             |
|                | 60                   | 0     | 60            |                   | 0                    |                  | 4                  | 60                       |                                             |
|                | 42                   | 5     | 42            |                   | 5                    |                  | 2                  | 42                       |                                             |
|                | 39                   | 9     | 39            |                   | 9                    |                  | 2                  | 39                       |                                             |
|                | 21                   | 1     | 21            |                   | 1                    |                  | 2                  | 21                       |                                             |
|                | 66                   | 0     | 66            |                   | 0                    |                  | 2                  | 66                       |                                             |
|                | 66                   | 0     | 66            |                   | 0                    |                  | 2                  | 66                       |                                             |
|                | 53                   | 3     | 53            |                   | 3                    |                  | 2                  | 53                       |                                             |
|                | 37                   | 7     | 37            |                   | 7                    |                  | 2                  | 37                       |                                             |
|                | 36                   | 6     | 36            |                   | 6                    |                  | 2                  | 36                       |                                             |
|                | 39                   | 9     | 39            |                   | 9                    |                  | 2                  | 39                       |                                             |
|                | 49                   | 9     | 49            |                   | 9                    |                  | 2                  | 49                       |                                             |
|                | 45                   | 2     | 45            |                   | 2                    |                  | 2                  | 45                       |                                             |
|                | 62                   | 1     | 62            |                   | 1                    |                  | 29                 | 62                       |                                             |
|                | 125                  | 0     | 119           |                   | 0                    |                  | 42                 | 125                      |                                             |
|                | 133                  | 0     | 118           |                   | 0                    |                  | 47                 | 133                      |                                             |

PILOT'S SIGNATURE

| YEAR<br>2016<br>DATE | AIRCRAFT<br>MAKE and<br>MODEL | AIRCRAFT<br>IDENTIFICATION<br>NUMBER | POINTS OF DEPARTURE &<br>ARRIVAL |         | AIRCRAFT CATEGORY and CLASSIFICATION |                                  |                          |         | TYPE OF PILOTING TIME |                      |                       |                         |
|----------------------|-------------------------------|--------------------------------------|----------------------------------|---------|--------------------------------------|----------------------------------|--------------------------|---------|-----------------------|----------------------|-----------------------|-------------------------|
|                      |                               |                                      | FROM                             | TO      | AIRPLANE<br>SINGLE ENGINE<br>LAND    | AIRPLANE<br>MULTI-ENGINE<br>LAND | ROTORCRAFT<br>HELICOPTER | Turbine | DUAL<br>RECEIVED      | PILOT-IN-<br>COMMAND | SECOND-IN-<br>COMMAND | AS FLIGHT<br>INSTRUCTOR |
| 11/4                 | 269C                          | 426G                                 | LVJ-ARA                          | L38     |                                      |                                  | 6                        | 8       |                       | 6                    | 8                     |                         |
| 12/4                 | 269C                          | 426G                                 | L38-NEW                          | L38     |                                      |                                  | 5                        | 9       |                       | 5                    | 9                     |                         |
| 13/4                 | 269C                          | 426G                                 | L38-IFA                          | CWF     |                                      |                                  | 5                        | 9       |                       | 5                    | 9                     |                         |
| 14/4                 | 269C                          | 426G                                 | CWF                              | LVJ     |                                      |                                  | 3                        | 3       |                       | 3                    | 3                     |                         |
| 6/4                  | 206B                          | 427W                                 | LVJ-HPY                          | LVJ     |                                      |                                  | 4                        | 6       | 4                     | 6                    |                       |                         |
| 15/4                 | 269C                          | 1549W                                | LVJ-ZLR                          | LVJ     |                                      |                                  | 5                        | 7       |                       | 5                    | 7                     |                         |
| 19/4                 | 280FX                         | 280WH                                | LVJ-HPY                          | LVJ     |                                      |                                  | 3                        | 7       |                       | 3                    | 7                     |                         |
| 20/4                 | 280FX                         | 280WH                                | LVJ-TME                          | LVJ     |                                      |                                  | 2                        | 3       |                       | 2                    | 3                     |                         |
| 21/4                 | 269C                          | 426G                                 | LVJ-BUH                          | LVJ     |                                      |                                  | 3                        | 3       |                       | 3                    | 3                     |                         |
| 25/4                 | 269C                          | 426G                                 | LVJ-CWF                          | LEF     |                                      |                                  | 5                        | 8       |                       | 5                    | 8                     |                         |
| 26/4                 | 269C                          | 426G                                 | LEF                              | L38-L38 |                                      |                                  | 7                        | 7       |                       | 7                    | 7                     |                         |
| 27/4                 | 269C                          | 426G                                 | L38                              | L38     |                                      |                                  | 4                        | 4       |                       | 4                    | 4                     |                         |
| 28/4                 | 269C                          | 426G                                 | L38                              | LVJ     |                                      |                                  | 4                        | 6       |                       | 4                    | 6                     |                         |
| 29/4                 | 269C                          | 426G                                 | LVJ                              | LVJ     |                                      |                                  | 1                        | 3       |                       | 1                    | 3                     |                         |
| 269C-54.9            |                               |                                      |                                  |         | PAGE TOTAL                           |                                  | 65                       | 5       | 4                     | 6                    | 0                     | 20                      |
| 206B-4.6             |                               |                                      |                                  |         | AMOUNT FORWARD                       |                                  | 1323                     | 11      | 25                    | 5                    | 40                    | 11                      |
| 280FX-6              |                               |                                      |                                  |         | TOTAL TO DATE                        |                                  | 1388                     | 16      | 30                    | 1                    | 90                    | 11                      |

| GROUND<br>TRAINER | CONDITIONS OF FLIGHT |       |      | CROSS<br>COUN |
|-------------------|----------------------|-------|------|---------------|
|                   | DAY                  | NIGHT |      |               |
|                   | 6                    | 8     | 8    | 1             |
|                   | 5                    | 9     | 9    | 2             |
|                   | 5                    | 9     | 9    | 3             |
|                   | 3                    | 3     | 3    | 4             |
|                   | 4                    | 6     | 6    | 5             |
|                   | 5                    | 7     | 7    | 6             |
|                   | 3                    | 7     | 7    | 7             |
|                   | 2                    | 3     | 3    | 8             |
|                   | 3                    | 3     | 3    | 9             |
|                   | 5                    | 8     | 8    | 10            |
|                   | 7                    | 7     | 7    | 11            |
|                   | 4                    | 4     | 4    | 12            |
|                   | 4                    | 6     | 6    | 13            |
|                   | 1                    | 3     | 3    | 14            |
|                   | 65                   | 5     | 0    | 65            |
|                   | 1313                 | 0     | 1105 | 1118          |
|                   | 1378                 | 5     | 1010 | 124           |

| TYPE OF PILOTING TIME |                      |                       |                         |    |
|-----------------------|----------------------|-----------------------|-------------------------|----|
| UAL<br>ECEIVED        | PILOT-IN-<br>COMMAND | SECOND-IN-<br>COMMAND | AS FLIGHT<br>INSTRUCTOR |    |
| 6                     | 8                    |                       |                         |    |
| 5                     | 9                    |                       |                         |    |
| 5                     | 9                    |                       |                         |    |
| 3                     | 3                    |                       |                         |    |
| 4                     | 6                    |                       |                         |    |
| 5                     | 7                    |                       |                         |    |
| 3                     | 7                    |                       |                         |    |
| 2                     | 3                    |                       |                         |    |
| 3                     | 3                    |                       |                         |    |
| 5                     | 8                    |                       |                         |    |
| 7                     | 7                    |                       |                         |    |
| 4                     | 4                    |                       |                         |    |
| 4                     | 6                    |                       |                         |    |
| 1                     | 3                    |                       |                         |    |
| 20                    | 85                   | 3                     | 2                       | 20 |
| 0191                  | 1932                 | 01                    | 0                       | 81 |
| 0711                  | 1997                 | 06                    | 2                       | 81 |

| GROUND<br>TRAINER | CONDITIONS OF FLIGHT |    |       |   |                   |                      |                         | NO.<br>INSTR.<br>APPR. | NO.<br>LDG.<br>DAY<br>NIGHT | TOTAL<br>DURATION<br>OF FLIGHT | REMARKS<br>PROCEDURES, MANEUVERS, ENDORSEMENTS |                                                                 |
|-------------------|----------------------|----|-------|---|-------------------|----------------------|-------------------------|------------------------|-----------------------------|--------------------------------|------------------------------------------------|-----------------------------------------------------------------|
|                   | DAY                  |    | NIGHT |   | CRDSS-<br>COUNTRY | ACTUAL<br>INSTRUMENT | SIMULATED<br>INSTRUMENT |                        |                             |                                |                                                |                                                                 |
|                   |                      | 6  | 8     |   |                   | 6                    | 8                       |                        |                             | 2                              | 6 8                                            |                                                                 |
|                   |                      | 5  | 9     |   |                   | 5                    | 9                       |                        |                             | 2                              | 5 9                                            |                                                                 |
|                   |                      | 5  | 9     |   |                   | 5                    | 9                       |                        |                             | 2                              | 5 9                                            |                                                                 |
|                   |                      | 3  | 3     |   |                   | 3                    | 3                       |                        |                             | 2                              | 3 3                                            |                                                                 |
|                   |                      | 4  | 6     |   |                   | 4                    | 6                       |                        |                             | 2                              | 4 6                                            |                                                                 |
|                   |                      | 5  | 7     |   |                   | 5                    | 7                       |                        |                             | 2                              | 5 7                                            |                                                                 |
|                   |                      | 3  | 7     |   |                   | 3                    | 7                       |                        |                             | 2                              | 3 7                                            |                                                                 |
|                   |                      | 2  | 3     |   |                   | 2                    | 3                       |                        |                             | 2                              | 2 3                                            |                                                                 |
|                   |                      | 3  | 3     |   |                   | 3                    | 3                       |                        |                             | 2                              | 3 3                                            |                                                                 |
|                   |                      | 5  | 8     |   |                   | 5                    | 8                       |                        |                             | 2                              | 5 8                                            |                                                                 |
|                   |                      | 7  | 7     |   |                   | 7                    | 7                       |                        |                             | 2                              | 7 7                                            |                                                                 |
|                   |                      | 4  | 4     |   |                   | 4                    | 4                       |                        |                             | 2                              | 4 4                                            |                                                                 |
|                   |                      | 4  | 6     |   |                   | 4                    | 6                       |                        |                             | 1                              | 4 6                                            |                                                                 |
|                   |                      | 1  | 3     |   |                   | 1                    | 3                       |                        |                             | 2                              | 1 3                                            |                                                                 |
|                   |                      | 6  | 5     | 0 | 0                 | 6                    | 5                       | 0                      | 0                           | 26                             | 6 5 5                                          | I certify that the statements made by me on this form are true. |
|                   |                      | 13 | 13    | 0 | 110               | 13                   | 13                      | 0                      | 9                           | 106                            | 1323.1                                         |                                                                 |
|                   |                      | 13 | 78    | 5 | 10                | 12                   | 47                      | 2                      | 0                           | 1092                           | 1388.6                                         | PILOT'S SIGNATURE                                               |



[illegible]

| YEAR<br>2016<br>DATE | AIRCRAFT<br>MAKE and<br>MODEL | AIRCRAFT<br>IDENTIFICATION<br>NUMBER | POINTS OF DEPARTURE &<br>ARRIVAL |    | AIRCRAFT CATEGORY and CLASSIFICATION |                                  |                          |         |                  | TYPE OF PILOTING TIME |                       |                         |  |
|----------------------|-------------------------------|--------------------------------------|----------------------------------|----|--------------------------------------|----------------------------------|--------------------------|---------|------------------|-----------------------|-----------------------|-------------------------|--|
|                      |                               |                                      | FROM                             | TO | AIRPLANE<br>SINGLE ENGINE<br>LAND    | AIRPLANE<br>MULTI-ENGINE<br>LAND | ROTORCRAFT<br>HELICOPTER | Turbine | DUAL<br>RECEIVED | PILOT-IN-<br>COMMAND  | SECOND-IN-<br>COMMAND | AS FLIGHT<br>INSTRUCTOR |  |
| 26/5                 | 206B                          | 2927W                                | T79-DWH-T79                      |    |                                      |                                  | 2 7                      | 2 7     |                  | 2 7                   |                       |                         |  |
| 27/5                 | 280FX                         | 280MH                                | LVT-TME-LVT                      |    |                                      |                                  | 3 3                      |         |                  | 3 3                   |                       |                         |  |
| 31/5                 | 269C                          | 1549W                                | LVT-DWH-LVT                      |    |                                      |                                  | 4 7                      |         |                  | 4 7                   |                       |                         |  |
| 1/6                  | 206B                          | 2927W                                | LVT-HPY-TAH-LVT                  |    |                                      |                                  | 4 3                      | 4 3     |                  | 4 3                   |                       |                         |  |
| 2/6                  | 269C                          | 1549W                                | LVT-DWH-LVT                      |    |                                      |                                  | 5 2                      |         |                  | 5 2                   |                       |                         |  |
| 6/6                  | 269C                          | 426G                                 | LVT-HPY-HOU-LVT                  |    |                                      |                                  | 4 6                      |         |                  | 4 6                   |                       |                         |  |
| 7/6                  | 280FX                         | 280MH                                | LVT-TME-LVT                      |    |                                      |                                  | 3 8                      |         |                  | 3 8                   |                       |                         |  |
| 8/6                  | 269C                          | 1549W                                | LVT-CWF-LVT                      |    |                                      |                                  | 5 6                      |         |                  | 5 6                   |                       |                         |  |
| 9/6                  | 269C                          | 1549W                                | LVT-GIS-LVT                      |    |                                      |                                  | 2 0                      |         |                  | 2 0                   |                       |                         |  |
| 13/6                 | 280FX                         | 280MH                                | LVT-DWH-LVT                      |    |                                      |                                  | 2 6                      |         |                  | 2 6                   |                       |                         |  |
| 14/6                 | 269C                          | 426G                                 | LVT-HOU-TME-LVT                  |    |                                      |                                  | 2 3                      |         |                  | 2 3                   |                       |                         |  |
| 15/6                 | 269C                          | 1549W                                | LVT-HPY-LVT                      |    |                                      |                                  | 3 1                      |         |                  | 3 1                   |                       |                         |  |
| 16/6                 | 269C                          | 426G                                 | LVT-DWH-LVT                      |    |                                      |                                  | 3 6                      |         |                  | 3 6                   |                       |                         |  |
| 29/6                 | 269C                          | 1549W                                | LVT-HPY-BPT-LVT                  |    |                                      |                                  | 4 9                      |         |                  | 4 9                   |                       |                         |  |
| PAGE TOTAL           |                               |                                      |                                  |    |                                      |                                  |                          |         |                  |                       |                       |                         |  |
| AMOUNT FORWARD       |                               |                                      |                                  |    |                                      |                                  |                          |         |                  |                       |                       |                         |  |
| TOTAL TO DATE        |                               |                                      |                                  |    |                                      |                                  |                          |         |                  |                       |                       |                         |  |

| GROUND<br>TRAINER | CONDITIONS OF FLIGHT |       |  | CROSS-<br>COUNTRY |
|-------------------|----------------------|-------|--|-------------------|
|                   | DAY                  | NIGHT |  |                   |
|                   | 2 7                  |       |  | 2                 |
|                   | 3 3                  |       |  | 3                 |
|                   | 4 7                  |       |  | 4                 |
|                   | 4 3                  |       |  | 4                 |
|                   | 5 2                  |       |  | 5                 |
|                   | 4 6                  |       |  | 4                 |
|                   | 3 8                  |       |  | 3                 |
|                   | 5 6                  |       |  | 5                 |
|                   | 2 0                  |       |  | 2                 |
|                   | 2 6                  |       |  | 2                 |
|                   | 2 3                  |       |  | 2                 |
|                   | 3 1                  |       |  | 3                 |
|                   | 3 6                  |       |  | 3                 |
|                   | 4 9                  |       |  | 4                 |
|                   |                      |       |  |                   |
|                   |                      |       |  |                   |
|                   |                      |       |  |                   |



| YEAR<br>20 <u>11</u><br>DATE | AIRCRAFT<br>MAKE and<br>MODEL | AIRCRAFT<br>IDENTIFICATION<br>NUMBER | POINTS OF DEPARTURE &<br>ARRIVAL |             | AIRCRAFT CATEGORY and CLASSIFICATION |                                  |                          |  | TYPE OF PILOTING TIME |                      |                       |                         |
|------------------------------|-------------------------------|--------------------------------------|----------------------------------|-------------|--------------------------------------|----------------------------------|--------------------------|--|-----------------------|----------------------|-----------------------|-------------------------|
|                              |                               |                                      | FROM                             | TO          | AIRPLANE<br>SINGLE ENGINE<br>LAND    | AIRPLANE<br>MULTI-ENGINE<br>LAND | ROTORCRAFT<br>HELICOPTER |  | DUAL<br>RECEIVED      | PILOT-IN-<br>COMMAND | SECOND-IN-<br>COMMAND | AS FLIGHT<br>INSTRUCTOR |
| 21/6                         | 269C                          | 1549W                                | LVT-138                          | PTN-L38     |                                      |                                  | 8 3                      |  | 2 8                   | 8 3                  |                       |                         |
| 22/6                         | 269C                          | 1549W                                | L38                              | PTN-CWF     |                                      |                                  | 8 5                      |  | 2 8                   | 8 5                  |                       |                         |
| 23/6                         | 269C                          | 1549W                                | CWF                              | LVT         |                                      |                                  | 3 7                      |  | 2 7                   | 3 7                  |                       |                         |
| 27/6                         | 269C                          | 426G                                 | LVT                              | DWH-LVT     |                                      |                                  | 6 3                      |  | 2 6                   | 6 3                  |                       |                         |
| 28/6                         | 280FL                         | 280WH                                | LVT                              | TMC-LVT     |                                      |                                  | 2 5                      |  | 2 5                   | 2 5                  |                       |                         |
| 29/6                         | 269C                          | 426G                                 | LVT                              | EFD-LVT     |                                      |                                  | 4 8                      |  | 2 8                   | 4 8                  |                       |                         |
| 30/6                         | 269C                          | 1549W                                | LVT                              | TWE-LVT     |                                      |                                  | 2 7                      |  | 2 7                   | 2 7                  |                       |                         |
| 5/7                          | 280FL                         | 280WH                                | LVT                              | DWH-LVT     |                                      |                                  | 5 1                      |  | 5 1                   | 5 1                  |                       |                         |
| 6/7                          | 269C                          | 1549W                                | LVT-138                          | IST-L38     |                                      |                                  | 8 3                      |  | 2 8                   | 8 3                  |                       |                         |
| 7/7                          | 269C                          | 1549W                                | L38                              | PTN-CWF     |                                      |                                  | 8 2                      |  | 5 8                   | 8 2                  |                       |                         |
| 8/7                          | 269C                          | 1549W                                | CWF                              | LVT         |                                      |                                  | 2 3                      |  | 2 3                   | 2 3                  |                       |                         |
| 11/7                         | 280FL                         | 280WH                                | LVT                              | HOU-LVT     |                                      |                                  | 4 6                      |  | 2 6                   | 4 6                  |                       |                         |
| 12/7                         | 269C                          | 1549W                                | LVT                              | HOU-TAH-LVT |                                      |                                  | 4 9                      |  | 2 6                   | 4 9                  |                       |                         |
| 13/7                         | 280FL                         | 280WH                                | LVT                              | HPY-LVT     |                                      |                                  | 3 2                      |  | 2 7                   | 3 2                  |                       |                         |
| PAGE TOTAL                   |                               |                                      |                                  |             |                                      |                                  |                          |  |                       |                      |                       |                         |
| AMOUNT FORWARD               |                               |                                      |                                  |             |                                      |                                  |                          |  |                       |                      |                       |                         |
| TOTAL TO DATE                |                               |                                      |                                  |             |                                      |                                  |                          |  |                       |                      |                       |                         |

| GROUND<br>TRAINER | CONDITIONS OF FLIGHT |       |  | CROSS<br>COUN |
|-------------------|----------------------|-------|--|---------------|
|                   | DAY                  | NIGHT |  |               |
|                   | 8 3                  | 5 8   |  |               |
|                   | 8 5                  | 8 8   |  |               |
|                   | 3 7                  | 7 8   |  |               |
|                   | 6 3                  | 2 6   |  |               |
|                   | 2 5                  | 2 5   |  |               |
|                   | 4 8                  | 2 4   |  |               |
|                   | 2 7                  | 5 8   |  |               |
|                   | 5 1                  | 2 5   |  |               |
|                   | 8 3                  | 7 8   |  |               |
|                   | 8 2                  |       |  |               |
|                   | 2 3                  |       |  |               |
|                   | 4 6                  | 2 6   |  |               |
|                   | 4 9                  |       |  |               |
|                   | 3 2                  |       |  |               |
|                   |                      |       |  |               |
|                   |                      |       |  |               |
|                   |                      |       |  |               |
|                   |                      |       |  |               |

| UAL RECEIVED | PILOT-IN-COMMAND | SECOND-IN-COMMAND | AS FLIGHT INSTRUCTOR |
|--------------|------------------|-------------------|----------------------|
|              | 8 3              |                   |                      |
|              | 8 5              |                   |                      |
|              | 3 7              |                   |                      |
|              | 6 3              |                   |                      |
|              | 2 5              |                   |                      |
|              | 4 8              |                   |                      |
|              | 2 7              |                   |                      |
|              | 5 1              |                   |                      |
|              | 8 3              |                   |                      |
|              | 8 2              |                   |                      |
|              | 2 3              |                   |                      |
|              | 4 6              |                   |                      |
|              | 4 9              |                   |                      |
|              | 3 2              |                   |                      |

| GROUND<br>TRAINER | CONDITIONS OF FLIGHT |   |       |                   |                      |                         | NO.<br>INSTR.<br>APPR. | NO.<br>LDG.<br>DAY<br>/NIGHT | TOTAL<br>DURATION<br>OF FLIGHT                                  | REMARKS:<br>PROCEDURES, MANEUVERS, ENDORSEMENTS |
|-------------------|----------------------|---|-------|-------------------|----------------------|-------------------------|------------------------|------------------------------|-----------------------------------------------------------------|-------------------------------------------------|
|                   | DAY                  |   | NIGHT | CROSS-<br>COUNTRY | ACTUAL<br>INSTRUMENT | SIMULATED<br>INSTRUMENT |                        |                              |                                                                 |                                                 |
|                   | 8                    | 3 |       | 8                 | 3                    |                         | 2                      | 8 3                          |                                                                 |                                                 |
|                   | 8                    | 5 |       | 8                 | 5                    |                         | 2                      | 8 5                          |                                                                 |                                                 |
|                   | 3                    | 7 |       | 3                 | 7                    |                         | 1                      | 3 7                          |                                                                 |                                                 |
|                   | 6                    | 3 |       | 6                 | 3                    |                         | 2                      | 6 3                          |                                                                 |                                                 |
|                   | 2                    | 5 |       | 2                 | 5                    |                         | 2                      | 2 5                          |                                                                 |                                                 |
|                   | 4                    | 8 |       | 4                 | 8                    |                         | 3                      | 4 8                          |                                                                 |                                                 |
|                   | 2                    | 7 |       | 2                 | 7                    |                         | 2                      | 2 7                          |                                                                 |                                                 |
|                   | 5                    | 1 |       | 5                 | 1                    |                         | 2                      | 5 1                          |                                                                 |                                                 |
|                   | 8                    | 3 |       | 8                 | 3                    |                         | 2                      | 8 3                          |                                                                 |                                                 |
|                   | 8                    | 2 |       | 8                 | 2                    |                         | 2                      | 8 2                          |                                                                 |                                                 |
|                   | 2                    | 3 |       | 2                 | 3                    |                         | 1                      | 2 3                          |                                                                 |                                                 |
|                   | 4                    | 6 |       | 4                 | 6                    |                         | 2                      | 4 6                          |                                                                 |                                                 |
|                   | 4                    | 9 |       | 4                 | 9                    |                         | 2                      | 4 9                          |                                                                 |                                                 |
|                   | 3                    | 2 |       | 3                 | 2                    |                         | 2                      | 3 2                          |                                                                 |                                                 |
|                   |                      |   |       |                   |                      |                         | /                      |                              | I certify that the statements made by me on this form are true. |                                                 |
|                   |                      |   |       |                   |                      |                         | /                      |                              |                                                                 |                                                 |
|                   |                      |   |       |                   |                      |                         | /                      |                              | PILOT'S SIGNATURE                                               |                                                 |





[illegible]

I certify that (First name, MI, Last name) \_\_\_\_\_  
has satisfactorily completed the presolo know  
the required presolo training required by §61.87(d) and is proficient to m  
proficiency of §61.87(d) and is proficient to m  
aircraft) \_\_\_\_\_  
SIGNED \_\_\_\_\_  
CFI NO. \_\_\_\_\_ EXPI \_\_\_\_\_

I certify that (First name, MI, Last name) \_\_\_\_\_  
has received the required training to qualify for \_\_\_\_\_  
he/she meets the applicable requirements of \_\_\_\_\_  
solo flights in (make and model aircraft) \_\_\_\_\_  
until (maximum 90 days from date given) \_\_\_\_\_  
Limitations: \_\_\_\_\_  
SIGNED \_\_\_\_\_  
CFI NO. \_\_\_\_\_ EXPIRATION DATE \_\_\_\_\_

I certify that (First name, MI, Last name) \_\_\_\_\_  
has received the required solo cross-country training and has met the applicable requirements of §61.93, and is proficient to conduct solo flights in a (make and model aircraft) \_\_\_\_\_  
SIGNED \_\_\_\_\_  
CFI NO. \_\_\_\_\_ EXPIRATION DATE \_\_\_\_\_

Printed Name

Cert #

Exo. 12

[illegible]

## INITIAL SOLO ENDORSEMENTS

I certify that (First name, MI, Last name) \_\_\_\_\_,  
has satisfactorily completed the presolo knowledge exam of §61.87(b), received  
the required presolo training required by §61.87(c), and has demonstrated the  
proficiency of §61.87(d) and is proficient to make solo flights in (make and model  
aircraft) \_\_\_\_\_.

SIGNED \_\_\_\_\_ DATE \_\_\_\_\_

CFI NO. \_\_\_\_\_ EXPIRATION DATE \_\_\_\_\_

I certify that (First name, MI, Last name) \_\_\_\_\_,  
has received the required training to qualify for local solo flying. I have determined  
he/she meets the applicable requirements of §61.87(n) and is proficient to make  
solo flights in (make and model aircraft) \_\_\_\_\_  
until (maximum 90 days from date given) \_\_\_\_\_.

Limitations: \_\_\_\_\_

SIGNED \_\_\_\_\_ DATE \_\_\_\_\_

CFI NO. \_\_\_\_\_ EXPIRATION DATE \_\_\_\_\_

## CROSS-COUNTRY SOLO ENDORSEMENTS

I certify that (First name, MI, Last name) \_\_\_\_\_,  
has received the required solo cross-country training and find he/she has met the  
applicable requirements of §61.93, and is proficient to make solo cross-country  
flights in a (make and model aircraft) \_\_\_\_\_

SIGNED \_\_\_\_\_ DATE \_\_\_\_\_

CFI NO. \_\_\_\_\_ EXPIRATION DATE: \_\_\_\_\_

### ADDITIONAL AIRPORT WITHIN 25NM SOLO ENDORSEMENTS

I certify that (First name, MI, Last name) \_\_\_\_\_,  
has received the required training of § 61.93(b)(1). I have determined that he/she  
is proficient to practice solo takeoffs and landings at (airport name) \_\_\_\_\_  
\_\_\_\_\_ subject to the following conditions:

SIGNED \_\_\_\_\_ DATE \_\_\_\_\_

CFI NO. \_\_\_\_\_ EXPIRATION DATE \_\_\_\_\_

I certify that (First name, MI, Last name) \_\_\_\_\_,  
has received the required training of § 61.93(b)(1). I have determined that he/she  
is proficient to practice solo takeoffs and landings at (airport name) \_\_\_\_\_  
\_\_\_\_\_ subject to the following conditions:

SIGNED \_\_\_\_\_ DATE \_\_\_\_\_

CFI NO. \_\_\_\_\_ EXPIRATION DATE \_\_\_\_\_

I have reviewed the cross-country planning of (First name, MI, Last name) Casey R. Clark and find the planning and preparation to be correct to make the solo flight from (location) KDWH to (destination) KUTS via (route of flight) Return to KDWH with landings at (name the airports) Return to KDWH in a (make and model aircraft) Schweizer 300 on (date) 6/2/13

List any applicable conditions or limitations: \_\_\_\_\_

SIGNED \_\_\_\_\_ DATE 11/13  
CFI NO. \_\_\_\_\_ EXPIRATION DATE 11/14

**PRIVATE PILOT ENDORSEMENTS**

I certify that (First name, MI, Last name) \_\_\_\_\_,  
has received the required training of §61.105 and/or I have reviewed the home  
study curriculum and have determined he/she is prepared for the (name the  
knowledge test) \_\_\_\_\_.

SIGNED \_\_\_\_\_ DATE \_\_\_\_\_

CFI NO. \_\_\_\_\_ EXPIRATION DATE \_\_\_\_\_

I certify that (First name, MI, Last name) \_\_\_\_\_,  
has received the required training of §§61.107 and 61.109 and have determined  
he/she is prepared for the (name the practical test) \_\_\_\_\_.

SIGNED \_\_\_\_\_ DATE \_\_\_\_\_

CFI NO. \_\_\_\_\_ EXPIRATION DATE \_\_\_\_\_

I certify that (First name, MI, Last name) \_\_\_\_\_,  
has received the training as required by §61.39(a)(6)(i) within the preceding two  
calendar months and have determined that he/she is prepared for the (name the  
practical test) \_\_\_\_\_ and has demonstrated  
satisfactory knowledge of subject areas shown to be deficient on his/her Airman  
Knowledge Test as required by §61.39(a)(6)(iii).

SIGNED \_\_\_\_\_ DATE \_\_\_\_\_

CFI NO. \_\_\_\_\_ EXPIRATION DATE \_\_\_\_\_

**COMMERCIAL PILOT ENDORSEMENTS**

I certify that (First name, MI, Last name) Casey Clark,  
has received the required training of §61.125 and/or I have reviewed the home  
study curriculum and have determined that he/she is prepared for the (name the  
knowledge test) Commercial Pilot / Rotorcraft.

SIGNED \_\_\_\_\_ DATE 9-25-14

CFI NO. \_\_\_\_\_ EXPIRATION DATE 6/15

I certify that (First name, MI, Last name) \_\_\_\_\_,  
has received the required training of §§61.127 and 61.129 and have determined  
he/she is prepared for the (name the practical test) \_\_\_\_\_.

SIGNED \_\_\_\_\_ DATE \_\_\_\_\_

CFI NO. \_\_\_\_\_ EXPIRATION DATE \_\_\_\_\_

I certify that (First name, MI, Last name) \_\_\_\_\_,  
has received the training as required by §61.39(a)(6)(i) within the preceding two  
calendar months and have determined that he/she is prepared for the (name the  
practical test) \_\_\_\_\_ and has demonstrated  
satisfactory knowledge of subject areas shown to be deficient on his/her Airman  
Knowledge Test as required by §61.39(a)(6)(iii).

SIGNED \_\_\_\_\_ DATE \_\_\_\_\_

CFI NO. \_\_\_\_\_ EXPIRATION DATE \_\_\_\_\_

**INSTRUMENT RATING ENDORSEMENTS**

I certify that (First name, MI, Last name) \_\_\_\_\_  
has received the required training of §61.65(b)  
study curriculum and have determined that he  
knowledge test) \_\_\_\_\_.

SIGNED \_\_\_\_\_

CFI NO. \_\_\_\_\_ EXPI \_\_\_\_\_

I certify that (First name, MI, Last name) \_\_\_\_\_  
has received the required training of §61.65(c)  
she is prepared for the (name of the practical  
test) \_\_\_\_\_.

SIGNED \_\_\_\_\_

CFI NO. \_\_\_\_\_ EXPI \_\_\_\_\_

I certify that (First name, MI, Last name) \_\_\_\_\_  
has received the training as required by §61.65(d)  
calendar months and have determined that he  
practical test) \_\_\_\_\_.

satisfactory knowledge of subject areas shown  
Knowledge Test as required by §61.39(a)(6)(iii).

SIGNED \_\_\_\_\_

CFI NO. \_\_\_\_\_ EXPI \_\_\_\_\_

"I certify that (First, Mi, Last) Casey R Clark has been given the training specified by SFAR 73-1 Section 2(b)(1)(ii)(a-d) [2(b)(2)(ii)(a-d) if R-44] for the Robinson R-22/R-44 aircraft and is proficient to act as pilot-in-command. A flight review must be completed by 5-2015 unless the requirements of Section 2(b)(1)(i) [2(b)(2)(i) if R-44] are met."

5-22-14

Date

Name

Signature

CFI#

Exp

### 17 - Commercial Practical Exam

I certify that CASEY CLARK has received the required training of 61.127 and 61.129. I have given the additional training required by 61.39(a) and have determined he she is prepared for the Commercial Helicopter Practical Exam.

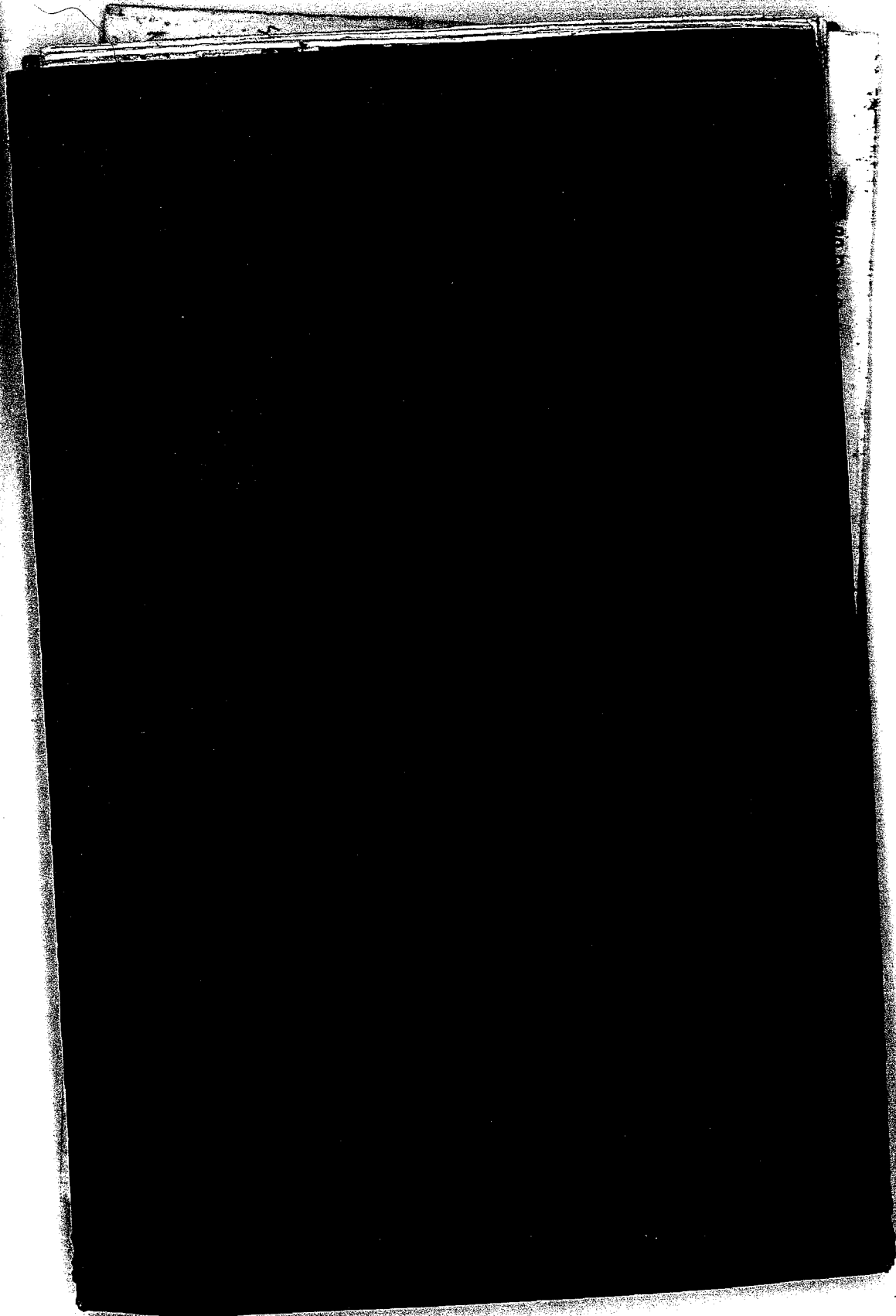
Name

Signature

Date

CFI

Exp



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