

The Standard

 **PILOT MASTER LOG**

ASA-SP-6

DATE 1992	AIRCRAFT MAKE AND MODEL	AIRCRAFT IDENTIFICATION MARK	POINTS OF DEPARTURE & ARRIVAL		MILES FLOWN	FLT. NO.	REMARKS, PROCEDURES, MANEUVERS, ENDORSEMENTS	NO LDG	AIRCRAFT CATEGORY		
			FROM	TO					SINGLE ENGINE LAND	MULTI- ENGINE LAND	
8/18	C-340	2670H	SPI-ICS-3CK-SPI				CLEAR-CHICAGO TCA-IFR	3		2	2
9/12	C-340	2670H	SPI-STL-SPI				CLEAR - ST. LOUIS	2		1	0
9/12	C-340	2670H	SPI-SUS-SPI				NIGHT-CLEAR-ST. LOUIS	2		1	1
9/17	C-340	2670H	SPI-SUS-LOW-SUS-SPI				ILS-400-2V SAS- LOW-CLEAR ILS-600-1M FOG NIGHT	4		4	2
9/22	C-340	2670H	SPI-3CK-SPI				CLEAR-CHICAGO TCA	2		2	1
9/27	C-310	6192X	SPI-RAC-SPI				600-ILS CIRCLE TO LAND. 4MV	2		2	5
10/20	C-340	2670H	SPI-RST-SPI				CLEAR MEDICAL FLIGHT	2		3	5
10/22	C-340	2670H	SPI-3CK-MDW-SPI				MIDWAY 3IC-ILS	3		2	4
10/22	C-340	2670H	SPI-LVG-SPI				ILS-LVG	2		3	0
10/22	C-340	2670H	SPI-3CK-MDW-DEC				CLEAR-NIGHT CHICAGO TCA	3		2	2
10/23	C-340	2670H	DEC	SPI			CLEAR	1			3
10/26	C-340	2670H	SPI-ERK-Dsm- ^{EAR} ER				CLEAR-ILS-1300 OVERCAST ERK	3		5	1
10/27	C-340	2670H	EAR-ERK-SPI				CLEAR	2		4	3
10/28	C-340	2670H	SPI-3CK-CGX-SPI				CLEAR CHICAGO-NIGHT	3		2	5
10/30	C-340	2670H	SPI-CPS-SPI				CLEAR-NIGHT ST. LOUIS	3		1	1
11/5	C-340	2670H	SPI-COW-BMI-MDW				FULL procedure THRU AT COW - 400-1V-BMI-MDW R.V. - W/ICE MOD.	3		2	9
11/5	C-340	2670H	MDW-BMI-COW-SPI				FULL procedure THRU AT COW - 400-1V - HOME - MDW - R.V.	3		2	9
11/6	C-340	2670H	SPI-PWK-SPI				ILS-CIRCLE TO LAND PWK	2		2	2
I certify that the statements made by me on this form are true.								PAGE TOTAL	45	1006	45
								AMT. FORWARD		1006	8
								TOTAL TO DATE		1006	8
PILOT'S SIGNATURE _____										1201	
										1246	5

[illegible]

DATE 19	AIRCRAFT MAKE AND MODEL	AIRCRAFT IDENTIFICATION MARK	POINTS OF DEPARTURE & ARRIVAL		MILES FLOWN	FLT. NO.	REMARKS, PROCEDURES, MANEUVERS, ENDORSEMENTS	NO LDG	AIRCRAFT CATEGORY	
			FROM	TO					Single	Multi-T
2/28	MU-2	103Q	CHA-MWA	MTD-PIA			CLEAR	3		23
2/28	MU-2	103Q	PIA-CHA	SPI-CHA			CLEAR	3		47
2/28	MU-2	103Q	CHA-LGI	CHA			CLEAR	2		18
3/1	MU-2	103Q	CHA-PIA	CHA-SPI			CLEAR	3		50
3/1	MU-2	103Q	SPI-CHA	LGI-SPI			CLEAR	3		34
3/4	MU-2	103Q	SPI-MWA	COU			CLEAR	2		16
3/4	MU-2	103Q	COU-MWA	SPI			CLEAR	2		15
3/5	MU-2	103Q	SPI-STL	CHA			2-R.V-FLS 600-2 V3-CHA	2		18
3/5	MU-2	103Q	CHA-STL	SPI-CHA			1200 OVERCAST-4 MILE-STL 400 OVERCAST 1 mile SPI	3		39
3/7	MU-2	103Q	CHA-STL	SPI-CHA			CLEAR	3		35
3/7	MU-2	103Q	CHA-STL	CHA-SPI			CLEAR	3		34
3/11/96	MU-2	103Q	SPI-BMI	CHA			CLEAR	2		18
3/13/96	MU-2	103Q	CHA-SPI	BMI-PIA			CLEAR	3		23
3/13/96	MU-2	103Q	PIA-CHA	DPA-CHA			CLEAR	3		55
3/13/96	MU-2	103Q	CHA-DPA	CHA-SPI			CLEAR	3		55
3/14/96	MU-2	103Q	SPI-STL	MEM-STL			180-ILS-1200 OVERCAST LUNDS V 30 L-ILS-STL	3		27
3/14/96	MU-2	103Q	STL-SPI	CHA			CLEAR	2		19
3/15/96	MU-2	103Q	CHA-DPA	DEC			CLEAR	2		31
I certify that the statements made by me on this form are true.							PAGE TOTAL	47		557
SINGLE-TIME ERROR correct from A/C Times A/C - 299X - Bona.							AMT. FORWARD	832	1060	2046 9
PILOT'S SIGNATURE _____							TOTAL TO DATE	879	1060	2102 6

AND CLASS.		CONDITIONS OF FLIGHT												TYPE OF PILOTING TIME								TOTAL DURATION OF FLIGHT
Turbine				X-COUNTRY			NIGHT	ACTUAL INSTRUMENT	AIRCRAFT (HOODED)	NO. INST. APP.	LINK OR FLIGHT SIMULATOR	AS FLIGHT INSTRUCTOR			DUAL RECEIVED	PILOT IN COMMAND	SECOND IN COMMAND					
23				23													23		23			
47				47													47		47			
18				18			18										18		18			
50				50													50		50			
34				34													34		34			
16				16													16		16			
15				15													15		15			
18				18				5		1							18		18			
39				39			20	10		3							39		39			
35				35			20										35		35			
34				34			20										34		34			
18				18													18		18			
23				23													23		23			
55				55													55		55			
55				55			40										55		55			
55				55				10		2							27		27			
27				27													19		19			
19				19			15										31		31			
31				31													557		557			
557				557			113	25		6							1447	24285	4477	31208		
6427				24424			4788	3400	970	201	140	3725					1447	24842	4477	31765		
6984				24981			4901	3425	970	206	140	3725										

DATE 19	AIRCRAFT MAKE AND MODEL	AIRCRAFT IDENTIFICATION MARK	POINTS OF DEPARTURE & ARRIVAL		MILES FLOWN	FLT. NO.	REMARKS, PROCEDURES, MANEUVERS, ENDORSEMENTS	NO. LDG	AIRCRAFT CATEGORY			
			FROM	TO					single	multi		
3/16/96	C-340	2670H	SPI-DPA	SPI			CLEAR	2			1	9
3/17/96	Mu-2	103Q	DEC-SPI				CLEAR	1				3
3/22/96	C-340	2670H	SPI-DEC	3CK-SPI			CLEAR	3			2	3
3/25/96	103Q-Mu	103Q	SPI-COU	CHA			CLOUDY-BLOWING SNOW-WINDY-GUST +50-VOR APP-COU	2			2	3
3/25/96	Mu-2	103Q	CHA-RFD	CHA			CLOUDY-OVERCAST-600 OVERCAST 1 mile V. - +30 WIND GUST	2			4	1
3/28/96	Mu-2	103Q	CHA-SPI				OVERCAST-600 OVER-WIND GUST +30 1 MILE V - ILS	1			2	8
3/24/96	Mu-2	103Q	SPI-CHA	SPI			CLEAR	2			3	1
3/26/96	Mu-2	103Q	SPI-MDW	CHA			CLEAR	2			2	4
3/27/96	Mu-2	103Q	CHA-COU	SUS-CHA			OVERCAST CON-ILS-SUS-ILS	3			3	8
3/27/96	Mu-2	103Q	CHA-RFD	CAP			CLEAR	2			2	9
3/27/96	Mu-2	103Q	SPI-CPS	CHA			OVERCAST-CPS-VISUAL APP	2			1	9
3/29/96	Mu-2	103Q	CHA-SUS	CHA			OVERCAST CHA-400-2-ILS-2 V.-ILS OVERCAST SUS-600-2 ILS 1/2 Fog	2			3	2
3/29/96	Mu-2	103Q	CHA-CPS	SPI			CPS-OVERCAST-1200-3 mile Vis-ILS	2			2	0
4/1/96	Mu-2	103Q	SPI-DPA	CHA			CLEAR	2			2	6
4/1/96	Mu-2	103Q	CHA-MDW	CHA			CLEAR	2			3	8
4/3/96	Mu-2	103Q	CHA-MDW	CHA			CLEAR	2			3	7
4/3/96	Mu-2	103Q	CHA-DPA	SPI			CLEAR	2			2	7
4/4/96	Mu-2	103Q	SPI MDW				CLEAR -	1				8

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

PILOT'S SIGNATURE _____

PAGE TOTAL

AMT. FORWARD

TOTAL TO DATE

35

879

914

1060

1060

1060

46

2102

2159

6

6

2

AND CLASS.				CONDITIONS OF FLIGHT										TYPE OF PILOTING TIME								TOTAL DURATION OF FLIGHT						
Turbine				X-County				NIGHT		ACTUAL INSTRUMENT		AIRCRAFT (HOODED)		NO. INST. APP.		LINK OR FLIGHT SIMULATOR		AS FLIGHT INSTRUCTOR		DUAL RECEIVED		PILOT IN COMMAND		SECOND IN COMMAND		TOTAL DURATION OF FLIGHT		

DATE 19	AIRCRAFT MAKE AND MODEL	AIRCRAFT IDENTIFICATION MARK	POINTS OF DEPARTURE & ARRIVAL		MILES FLOWN	FLT. NO.	REMARKS, PROCEDURES, MANEUVERS, ENDORSEMENTS	NO. LDG.	AIRCRAFT CATEGORY		
			FROM	TO					Single	Multi	
4/5/96	Mu-2	103Q	MDW-SPI	MDW-SPI			CLEAR			29	
4/8/96	Mu-2	103Q	SPI-CHA	SPI			CLEAR			31	
4/8/96	Mu-2	103Q	SPI-PWK	SPI			CLEAR - BKW - 1200 V+10			17	
4/9/96	Mu-2	103Q	SPI-CHA				CLEAR			13	
4/10/96	Mu-2	103Q	CHA-STL	SPI			CLEAR			21	
4/10/96	Mu-2	103Q	SPI-WIN	CHA			CLEAR			24	
4/10/96	Mu-2	103Q	CHA-SUS	CHA			CLEAR			38	
4/12/96	Mu-2	103Q	CHA-SUS	WIN-SPI			CLEAR			24	
4/18/96	Mu-2	103Q	SPI-SUS				CLEAR			5	
4/18/96	Mu-2	103Q	SUS	VIH			CLEAR			3	
4/18/96	Mu-2	103Q	VIH	MCL			CLEAR			14	
4/18/96	Mu-2	103Q	MCL	VIH			CLEAR			12	
4/18/96	Mu-2	103Q	VIH	SUS			CLEAR			3	
4/18/96	Mu-2	103Q	SUS	SPI			CLEAR			6	
4/25/96	Mu-2	103Q	SPI	MLI			CLEAR			6	
4/25/96	Mu-2	103Q	MLI	SPI			CLEAR			5	
5/1/96	Mu-2	103Q	SPI	MWA			CLEAR			6	
5/1/96	Mu-2	103Q	MWA	TKP			CLEAR			12	
I certify that the statements made by me on this form are true.							PAGE TOTAL				
PILOT'S SIGNATURE _____							AMT. FORWARD	914	1060	2159	2
							TOTAL TO DATE				

AND CLASS.		CONDITIONS OF FLIGHT										TYPE OF PILOTING TIME						TOTAL DURATION OF FLIGHT
Turbine		X-country		NIGHT		ACTUAL INSTRUMENT		AIRCRAFT (HOODED)		NO. INST. APP.	LINK OR FLIGHT SIMULATOR	AS FLIGHT INSTRUCTOR		DUAL RECEIVED	PILOT IN COMMAND	SECOND IN COMMAND		
29			29												29		29	
31			31												31		31	
17			17		1	7									17		17	
13			13		1	3									13		13	
21			21												21		21	
24			24												24		24	
38			38			8									38		38	
24			24												24		24	
5			5												5		5	
3			3												3		3	
14			14												14		14	
12			12												12		12	
3			3			3									3		3	
6			6			6									6		6	
6			6												6		6	
5			5												5		5	
6			6												6		6	
12			12												12		12	
740	8		2544	4	496	1	347	0	47	0	214	14	0	372	5	144 7 2530 8 447 7 3223	1	

DATE 19	AIRCRAFT MAKE AND MODEL	AIRCRAFT IDENTIFICATION MARK	POINTS OF DEPARTURE & ARRIVAL		MILES FLOWN	FLT. NO.	REMARKS, PROCEDURES, MANEUVERS, ENDORSEMENTS	NO. LDG.	AIRCRAFT CATEGORY	
			FROM	TO					Single	MULT-I
5/1/96	MU-2	103Q	1KØ	MWA			CLEAR			16
5/1/96	MU-2	103Q	MWA	SPI			CLEAR			7
5/7/96	340 AAU-2	2070H 103Q	DEC	SPI			CLEAR			4
5/14/96	MU-2	103Q	SPI	3CK			CLEAR			7
5/14/96	MU-2	103Q	3CK	SPI			CLEAR			8
5/14/96	MU-2	103Q	SPI	3CK			CLEAR			7
5/14/96	MU-2	103Q	3CK	SPI			CLEAR			8
5/18/96	MU-2	103Q	SPI	EQY			CLEAR			22
5/18/96	MU-2	103Q	EQY	SPI			CLEAR			25
5/20	MU-2	103Q	SPI	PWK			CLEAR			7
5/20	MU-2	103Q	PWK	SPI			CLEAR			10
5/22	MU-2	103Q	SPI	SUS			600-2 mile Fog			6
5/22	MU-2	103Q	SUS	SPI PIA			CLEAR			6
5/22	MU-2	103Q	PIA	SPI			CLEAR			3
5/22	MU-2	103Q	SPI	STL			CLEAR			5
5/22	MU-2	103Q	STL	PIA			CLEAR			5
5/22	MU-2	103Q	PIA	SUS			CLEAR			7
5/22	MU-2	103Q	SUS	SPI			CLEAR			5

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

PILOT'S SIGNATURE _____

PAGE TOTAL

AMT. FORWARD

TOTAL TO DATE

AND CLASS.		CONDITIONS OF FLIGHT										TYPE OF PILOTING TIME						TOTAL DURATION OF FLIGHT	
Turbine			X-Country		NIGHT	ACTUAL INSTRUMENT	AIRCRAFT (HOODED)	NO. INST. APP.	LINK OR FLIGHT SIMULATOR	AS FLIGHT INSTRUCTOR		DUAL RECEIVED	PILOT IN COMMAND	SECOND IN COMMAND					
16			16										16		16				
7			7										7		7				
													4		4				
7			7										7		7				
8			8										8		8				
7			7										7		7				
8			8										8		8				
22			22										22		22				
25			25										25		25				
7			7										7		7				
10			10		10								10		10				
6			6			4		1					6		6				
6			6			2							6		6				
3			3										3		3				
5			5										5		5				
5			5										5		5				
7			7										7		7				
5			5										5		5				

DATE 19	AIRCRAFT MAKE AND MODEL	AIRCRAFT IDENTIFICATION MARK	POINTS OF DEPARTURE & ARRIVAL		MILES FLOWN	FLT. NO.	REMARKS, PROCEDURES, MANEUVERS, ENDORSEMENTS	NO. LDG.	AIRCRAFT CATEGORY	
			FROM	TO					Single	Multi
6/3	MU-2	103Q	SPI	UIN			CLEAR			
6/3	MU-2	103Q	UIN	IZB			CLEAR			5
6/3	MU-2	103Q	IZB	UIN			CLEAR			10
6/3	MU-2	103Q	UIN	SPI			CLEAR			10
6/11	MU-2	103Q	SPI	MDW			1000 ^{300-1/2} overcast			5
6/11	MU-2	103Q	MDW	SPI			CLEAR			8
6/11	MU-2	103Q	SPI	PWK			CLEAR			7
6/11	MU-2	103Q	PWK	SPI			CLEAR			9
										8
11/4/2015	AC-50	757DD	LCL				Flight Review			1.5 hrs
11/19/2015	AC-50	757DD	LCL				3 NIGHT LANDINGS - FULL STOP 3 T.O. - ILS 31 APPROACH			12
I certify that the statements made by me on this form are true.								PAGE TOTAL		
PILOT'S SIGNATURE _____								AMT. FORWARD		
								TOTAL TO DATE		

AND CLASS.		CONDITIONS OF FLIGHT										TYPE OF PILOTING TIME				TOTAL DURATION OF FLIGHT
Turbine						NIGHT	ACTUAL INSTRUMENT	AIRCRAFT (HOODED)	NO. INST. APP.	LINK OR FLIGHT SIMULATOR	AS FLIGHT INSTRUCTOR		DUAL RECEIVED	PILOT IN COMMAND	SECOND IN COMMAND	
5																
10														5		5
10														10		10
5														10		10
8														5		5
7							4		1					8		8
9														7		7
8														9		9
														8		8

I certify that FRANK E. EDWARDS, ATP, [REDACTED]
 has satisfactorily completed a flight review of section 61.56(a) on 11-14-2015

Terry A. Owens [REDACTED] CFI Exp. 04-30-2016

T.O. PROCEDURES, SLOW FLIGHT
 ENGINE FAILURE PROCEDURES
 S-TURNS - CONTROLLED CLIMBS
 TURNS - ILS 22 APP. PROCEDURES
 LANDINGS.

[illegible]

[illegible]

PILOT LOGBOOK

RECORD OF CERTIFICATES AND RATINGS

F. EDWARDS

(TURBINE BOOK)

PILOT'S NAME

PERMANENT MAILING ADDRESS

CHANGES OF ADDRESS

CERTIFICATES			RATINGS	
GRADE	NUMBER	DATE OF ORIGINAL ISSUE	CATEGORY, CLASS, OR TYPE	DATE OF ORIGINAL ISSUE
STUDENT			AIRPLANE SINGLE-ENGINE LAND	
PRIVATE		1979	AIRPLANE MULTI-ENGINE LAND	1988
COMMERCIAL		1987	INSTRUMENT	1986
FLIGHT INSTRUCTOR		1987		
AIRLINE TRANSPORT		1990		
GROUND INSTRUCTOR				

DATE 19__	AIRCRAFT TYPE	AIRCRAFT IDENT	ROUTE OF FLIGHT		NR INST. APP.	REMARKS AND ENDORSEMENTS	NR LDG	AIRCRAFT CATEGORY	
			FROM	TO				SINGLE- ENGINE LAND	MULTI- ENGINE LAND
10/4/90	BE-300	1548K	SPI - LCC		1	INSTRUCTION FLGT, w/ MASTERSON START RUN-UP TURN 30° BANK 40° BANK, STALLS APPROACH CLEAN - SINGLE ENGINE MANUVERING - EMERGENCY DESCENT 2 ENG APPROACH SINGLE ENGINE APPROACH TAKE OFF CLIMB	2		
10/12/90	BE-30	1548K	SPI - LCC			T.O. - STALLS, APPROACH, CLEAN TAKE-OFF CLIMBING APPROACH			
					2	SINGLE ENGINE WORK - ILS - R.V. ILS	2		
10/12/90	BE-30	1548K	SPI - LCC		1	STEEP TURNS, SINGLE ENGINE WORK - STALLS	1		
10/15/90	BE-30	1548K	SPI - LCC		2	STEEP TURNS - STALL RECOVERY APPROACH CLEAN - T.O. STALLS 3 ENGINE APPROACH, SINGLE ENGINE - TRAFFIC PATTERN	3		
10/18/90	BE-30	1548K	SPI - LCC		2	Vmc - Demo - DURING Vmc TURNING SINGLE ENG ILS - 2 ENG ILS X - WIND HANDLING -	2		
10/24/90	BE-30	1548K	SPI - LCC			TOOK A/C DEMO HEAD TO CHICAGO - MASTERSON			
10/24/90	BE-30	1548K	SPI - LCC		3	HOLD GINA - NOB - ILS, VOR CHECK FAA - RUSS AOKINS			
I certify that the entries in this log are true,						TOTALS THIS PAGE			
PILOT'S SIGNATURE _____						AMT. FORWARDED			
						TOTALS TO DATE			

CATEGORY

MULTI-
ENGINE
LAND

AND CLASS

CONDITIONS OF FLIGHT

FLIGHT
SIMULATOR

TYPE OF PILOTING TIME

TOTAL
DURATION
OF FLIGHT

		SIC	NIGHT	ACTUAL INSTRUMENT	SIMULATED INSTRUMENT (HOOD)	FLIGHT SIMULATOR	TYPE OF PILOTING TIME				TOTAL DURATION OF FLIGHT
							CROSS COUNTRY	AS FLIGHT INSTRUCTOR	DUAL RECEIVED	PILOT IN COMMAND (INCL. SOLO)	
		16									16
		12			.5						12
		15			.5						15
		17			.5						17
		.8			.5						.8
		7					.7				.7
		10			.8						10
		85			28		.7				85
		85			28		.7				85

DATE 19__	AIRCRAFT TYPE	AIRCRAFT IDENT	ROUTE OF FLIGHT		NR INST. APP.	REMARKS AND ENDORSEMENTS	NR LDG	AIRCRAFT CATEGORY	
			FROM	TO				SINGLE- ENGINE LAND	MULTI- ENGINE LAND
11/19	BE-30	1548K	SPI-CSQ-SPI			TOOK PEOPLE TO PLANT DID OVER CAST - DEA ^{SAME APP AT}			20
11/28	BE-30	1548K	SPI-PWK-SPI			PICK-UP COMPANY OFFICE			18
11/28	BE-30	1548K	SPI-PWK-SPI			RETURN OFFICIAL TO CHICAGO - WIND GUST 40			19
11/28	BE-30	1548K	SPI- CSQ -SPI			TOOK PEOPLE TO CRESTON MASTERSON PLE			18
11/28	BE-30	1548K	SPI-ERN-SPI		1	PEOPLE TO MEET FOR MEETING MASTERSON PLE			38
11/29	BE-30	1548K	ERN-SPI			RETURN PASSENGERS TO SPI MASTERSON			42
11/29	BE-30	1548K	SPI-PWK-SPI		1	INST APP. MASTERSON PWK TOOK PASSENGERS TO CHICAGO			18
11/28	BE-30	1548K	SPI-CSQ			TOOK PEOPLE TO PLANT CRESTON			13
11/28	BE-30	1548K	CSQ-LPL			WORK ON PERFORMANCE BLANDING - 3 T.O.			7
11/28	BE-30	1548K	CSQ-SPI			RETURN PASS TO SPI			8
11/14	BE-30	1548K	SPI-MEK-C-85		1	PAID PLE - TOOK ENGINEERS TO MEETING			15
11/14	BE-30	1548K	CBJ-KSN-SPI		1	RETURN PEOPLE TO SPI			16
12/24	BE-30	1548K	SPI-CV42		1	TOOK PERSONNEL TO PLANT AT TORONTO			18
I certify that the entries in this log are true, _____ PILOT'S SIGNATURE						TOTALS THIS PAGE			550
						AMT. FORWARDED			85
						TOTALS TO DATE			315

AND CLASS				CONDITIONS OF FLIGHT						TYPE OF PILOTING TIME								TOTAL DURATION OF FLIGHT			
STC				NIGHT	ACTUAL INSTRUMENT		SIMULATED INSTRUMENT (HOOD)		FLIGHT SIMULATOR		CROSS COUNTRY		AS FLIGHT INSTRUCTOR		DUAL RECEIVED		PILOT IN COMMAND (INCL. SOLO)				
		2	0									2	0							2	0
		1	8									1	8							1	8
		1	9									1	9							1	9
		1	8									1	8							1	8
		3	8									3	8							3	8
		4	2									4	2							4	2
		1	8									1	8							1	8
		1	3									1	3							1	3
			7										7								7
			8										8								8
		1	5				3					1	5							1	5
		1	6				3					1	6							1	6
		1	8				3					1	8							1	8
		2	5				9					2	5							2	5
		8	5				2	8					7							8	5
		3	3				2	7				2	5							3	3

DATE 19 <u>91</u>	AIRCRAFT TYPE	AIRCRAFT IDENT	ROUTE OF FLIGHT		NR INST. APP.	REMARKS AND ENDORSEMENTS	NR LDG	AIRCRAFT CATEGORY	
			FROM	TO				SINGLE- ENGINE LAND	MULTI- ENGINE LAND
10/10	BE-30	1548K	SPI-PDK- ^{WHITE} PAOS-TEOTON-SPI		1	DROPS OFF ALTALA ATUANIA FLIGHT LEVEL 330 & 350			100
10/15	BE-30	1548K	SPI-PWK-SPI			1000 ENGINEERS TO PWK FL 13000			18
10/16	BE-30	1548K	SPI-CSQ-SPI			1500 - ENGINEERS FL 330			20
12/4	BE-30	1548K	SPI-PWK-SPI-PWK		2	900 OVERCAST 6 mi -			36
12/5	BE-30	1548K	SPI-WAL-SPI			CLEAR -			19
12/10	BE-30	1548K	SPI-CSQ-SPI			CLEAR FL 330			21
12/17	BE-30	1548K	SPI-MDW-SPI			CLEAR			16
12/24	BE-30	1548K	SPI-WHITE PLAINS-SPI		1	500 OVERCAST SPI			64
12/29	BE-30	1548K	SPI-MDW-SPI		2	900 OVERCAST SPI & MDW			18
1/7/92	BE-30	1548K	SPI-MDW-SPI		1	400 OVERCAST - 2 mile mdw			19
1/14/92	BE-30	1548K	SPI-IND-SPI		1	400 OVERCAST 1 mile ✓			18
1/23/92	BE-30	1548K	SPI-PDK-SPI		1	400 OVERCAST 1 mile - PDK			38
1/31/92	BE-30	1548K	SPI-HWATTN-SPI		1	800 OVERCAST 1 - HWP			68

I certify that the entries in this log are true,

PILOT'S SIGNATURE

TOTALS THIS PAGE

AMT. FORWARDED

TOTALS TO DATE

455

813

1269

AND CLASS			CONDITIONS OF FLIGHT				FLIGHT SIMULATOR		TYPE OF PILOTING TIME								TOTAL DURATION OF FLIGHT	
SIC			NIGHT	ACTUAL INSTRUMENT		SIMULATED INSTRUMENT (HOOD)			CROSS COUNTRY		AS FLIGHT INSTRUCTOR		DUAL RECEIVED		PILOT IN COMMAND (INCL. SOLO)			
		10 0	3 2	1 0						10							10 0	
		1 8								1 8							1 8	
		2 0								2 0							2 0	
		3 6	1 8	1 0						3 6							3 6	
		1 9								1 9							1 9	
		2 1								2 1							2 1	
		1 6								1 6							1 6	
		6 4								6 4							6 4	
		1 8			3					1 8							1 8	
		1 9			5					1 9							1 9	
		1 8			6					1 8							1 8	
		3 8			5					3 8							3 8	
		6 8			8					6 8							6 8	
		45 5			4 7					45 5							45 5	
		81 3	5 0	7 7						33 5 87 3							81 3	
		126 8			12 4					126 8							126 8	
										119 0								

119.0

DATE 19__	AIRCRAFT TYPE	AIRCRAFT IDENT	ROUTE OF FLIGHT		NR INST. APP.	REMARKS AND ENDORSEMENTS	NR LDG	AIRCRAFT CATEGORY	
			FROM	TO				SINGLE- ENGINE LAND	MULTI- ENGINE LAND
2/17/92	BE-30	1548K	SPI - CSQ	- SPI		Clear FL 310			2 1
2/25/92	BE-30	1548K	SPI - MDW	- SPI	1	900 overcast - 4 mi			1 8
2/2/92	BE-30	1548K	SPI - GREENBAY	A.C. SPI		FL 350 - CLEAR			5 4
2/5/92	BE-30	1548K	SPI - CSQ	- SPI		Clear FL 31			2 2
2/14/92	BE-30	1548K	SPI - MDW	- SPI		Clear			1 7
2/25/92	BE-30	1548K	SPI - MDW	- SPI		Clear			1 7
2/26/92	BE-30	1548K	SPI - MUK - SPI	Rechar SPI		Clear			4 2
2/18/92	BE-30	1548K	SPI - CRQ	- SPI		Overcast			1 9
2/24/92	BE-30	1548K	SPI - CRQ	- SPI		Clear			1 8
2017									
10/29	CF-210	NB251	SPI	LCL		Flight Romanian -		1. 5	
I certify that the entries in this log are true, _____ PILOT'S SIGNATURE						TOTALS THIS PAGE			
						AMT. FORWARDED			126 8
						TOTALS TO DATE			

[illegible]

[illegible]

[illegible]

REMARKS AND OTHER ENDORSEMENTS

Completion of a Flight Review: Section 61.56 (a) & (c)

I certify that Frank E. Edwards - [REDACTED] - ATP
(first name, last name, pilot certificate, certificate number), has satisfactorily completed a
flight review of Section 61.56 (a) & (c) on October 29, 2017 (date).

Signed [REDACTED] Date 10-29-17
CFI # [REDACTED] Expiration 08-31-19