

Pre Solo Test

08/07/2018

1. What is the FAA model designation of your helicopter? *269-3unc*
2. What type rotor system does your helicopter have? *Articulating*
3. What type engine does your helicopter have? *Lycoming H10-360-D1A*
4. How many lbs. can the glove box carry? *20 lbs*
5. What capacity is the fuel tank both useable and total? *33 Total / 22.5 useable*
6. What is the diameter of the main rotor blade? *26.83*
7. What is the diameter of the tail rotor blade? *4.25*
8. What is the main rotor power off minimum and maximum limit? *390 / 504*
9. What is the Vne at sea level for doors on and doors off? *84 kts on / 89 kts off*
10. What documents are required to be in the ship before Flight? *Airworthiness, Registration, Radio operator, (fuel) / weight & balance*
11. What is the max gross weight of the helicopter? *2050 mgw*
12. What is the forward and aft CG limits of the helicopter? *45 / 101 inches*
13. What is the horsepower of the helicopter? *190 @ 3200 rpm*
14. How many fuel pumps does the helicopter have? *2*
15. What are the HPD SOP weather limitations for ceiling visibility and wind for both day and night flight? *Day 1m 600ft Night 2m 800ft (30kt 500 / 20kt 300)*
16. What class airspace is Hobby airport? *Class E*
17. List all departure and arrivals for Hobby as per the Letter of Agreement? *30m Box, Parkway, DOME, BUD*
18. When the low fuel light is on, how much fuel is left in the tank? *1 gallon / 5 min*
19. When performing a mag check, what is the maximum allowed rpm drop and the time allowed for that drop? *125 rpm*
20. What is the maximum recommended ground contact speed for a smooth surface in our helicopter? *35 kts*
21. What is the best rate of climb for our helicopter in kts? *41 kts*
22. Controllability in our helicopter has been shown to be adequate in what kt winds? *17 kts*
23. What is the minimum height above the surface that will allow you to stay out of the height velocity curve in a hover? *450 ft*
24. On rare occasions it may be necessary to fill the ship with fuel from questionable supply sources. What would you use to properly filter the fuel in the helicopter? *Some fuel to verify*
25. What is the transmission oil capacity? *3 qt*
26. What is the tail rotor oil capacity? *0.4 qts*
27. What is the battery voltage? *24 volts*
28. What would you squawk on the transponder if you have a radio failure? *7600*
29. What is the oil capacity of the engine? *8 qt*
30. From memory, write out the in-cockpit prestart, startup, and shutdown procedures listed on your yellow checklist?

- Seat belts
- Flight controls
- Radio & Transp / All switches off
- BATT ON
- Warning lights
- Fuel mix OUT
- Fuel SHUT OFF IN
- Throttle 1/2
- Fuel pump ON
- Mix IN 2.5-3 sec / mix OUT
- Fuel pump OFF ↓

MD Helicopters Customer Training

Customer Folder Inventory Checklist



Customer Name CHASE CORRIER Company HUNTER PD Date 3-1-2019

Person Responsible for Documents DAVE SALEM LEAD PILOT Quality Control DAVE SALEM [REDACTED] Print Name [REDACTED] Date 5-11-2020

Customer Folder Inventory

	Initials	Notes:
1 Pilot Registration Form CF-7.8 rev1	[REDACTED]	
2 Pilot Flight Training Record CF-7.4 rev1	[REDACTED]	
3 Pilot Ground Training Form CF-7.6 rev1	[REDACTED]	
4 Exam Face Sheet	[REDACTED]	
5 Flight Review Exam Face Sheet	[REDACTED]	NO FLIGHT REVIEW
6 Copy of Completion Certificate	[REDACTED]	
7 Copy of Flight Review Label	[REDACTED]	NO FLIGHT REVIEW
8 Customer Training Comment CF-7.7 rev3	[REDACTED]	IN FILE
9 Copy of Pilot License	[REDACTED]	
10 Copy of Pilot Medical	[REDACTED]	
11 Validate Instructor Folder for possible Audit Requirement	[REDACTED]	



PILOT TRAINING REGISTRATION FORM

Customer Information

PILOT NAME: CHASE CORMIER

ADDRESS: [REDACTED]

CITY: HOUSTON STATE: TEXAS ZIP CODE: 77007

PHONE: [REDACTED] FAX: [REDACTED]

Please include area code/ international Country Code

LOCAL CONTACT INFO (HOTEL, US CELL, ECT.): [REDACTED]

IN CASE OF EMERGENCY, PLEASE NOTIFY: [REDACTED]

PHONE: [REDACTED] RELATIONSHIP: WIFE

Company/Billing Information:

COMPANY NAME: CITY OF HOUSTON, HOUSTON POLICE DEPARTMENT

BILLING CONTACT: SCOTT SIMMONS

BILL TO ADDRESS: COH POLICE DEPARTMENT

BILL TO ADDRESS: 1200 TRAVIS, 17TH FLOOR

CITY: HOUSTON STATE: TX ZIP CODE: 77002

PHONE: [REDACTED] FAX: [REDACTED]

E-MAIL ADDRESS: [REDACTED]

Course Description:

A/C Type: MD 500E

Course Requested: TURBINE TRANSITION

Course Start Date: FEB 18TH

Tuition Amount: [REDACTED]

Deposit: [REDACTED]

Other Notes: [REDACTED]

A/C Type: [REDACTED]

Course Requested: [REDACTED]

Course Start Date: [REDACTED]

Tuition Amount: [REDACTED]

Deposit: [REDACTED]

Other Notes: [REDACTED]

PILOT FLIGHT HISTORY

NAME: CHASE CORMIER A/C SN: _____
 FAA MEDICAL CLASS: ☐ I ☒ II ☐ III DATE: 6-21-2018

FAA CERTIFICATES HELD:	TYPE:	NUMBER:
<u>COMMERCIAL</u>	<u>ASEL / AMEL</u>	<u>[REDACTED]</u>

FLIGHT EXPERIENCE - TOTAL HOURS FLOWN

ROTARY WING: 125 FIXED WING: 900

TYPES OF ROTORCRAFT FLOWN

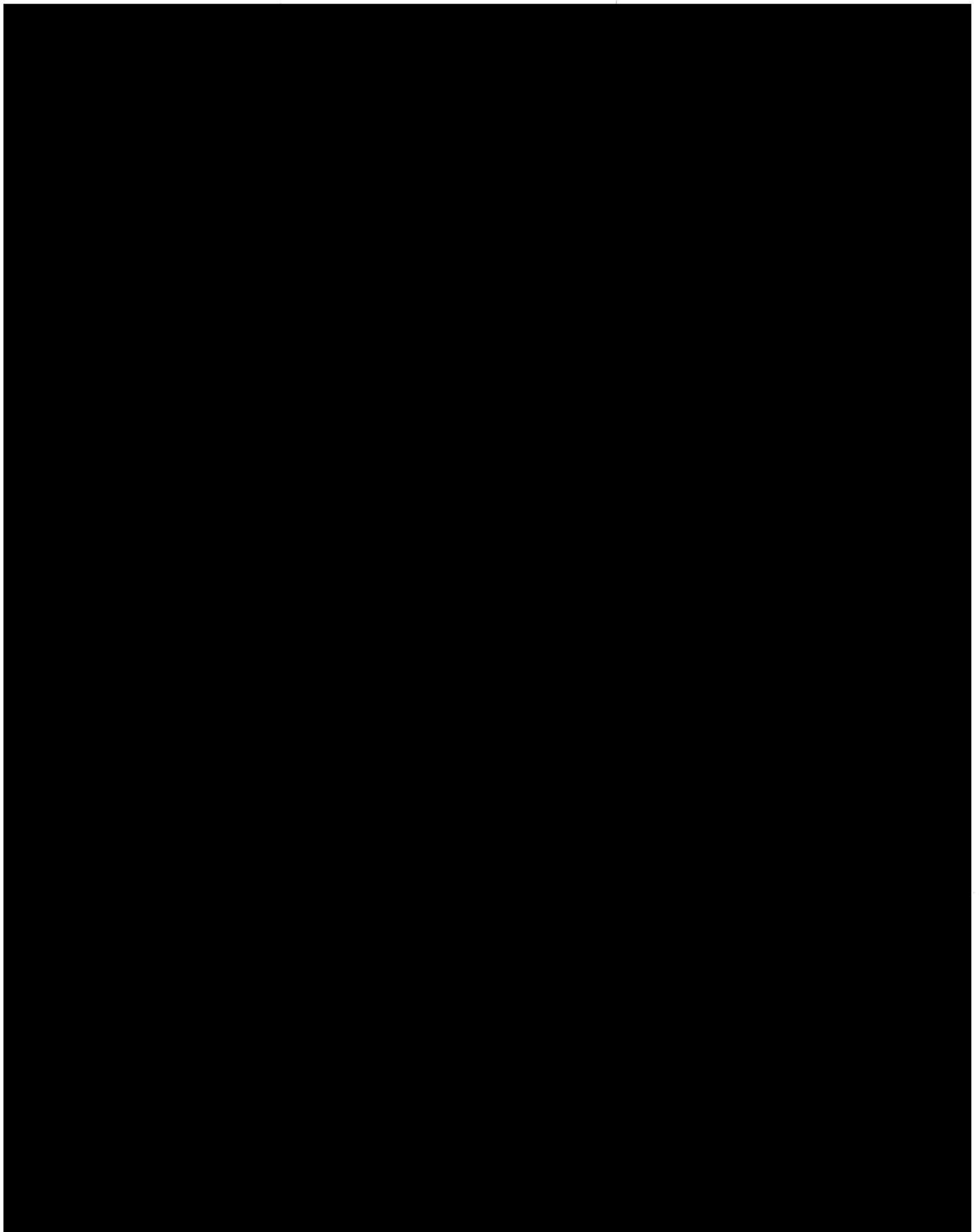
Type	Hours	Last Six (6) Months Hours
<u>MD500E</u>	<u>50</u>	<u>50</u>
<u>269C</u>	<u>75</u>	<u>75</u>

HOLD HARMLESS STATEMENT

MD Helicopters provides no warranty or guarantee with respect to the training provided herein. MD Helicopters shall have no obligation or liability, whether arising in contract (including warranty), tort (whether or not arising from the negligence of MD Helicopters) or otherwise, for loss of use, revenue or profit or for any other incidental or consequential damages with respect to any training services including technical assistance, all data and documentation or other things provided under this agreement. Customer, on behalf of himself, his heirs, successors and assigns hereby releases and agrees to defend, indemnify and hold harmless MD Helicopters from and against all liabilities, claims damages, losses, costs and expenses of any kind and nature whatsoever for injuries to or death of any person, including without limitation any customer personnel or loss of or damage to any property, including without limitation property of customer including customer's aircraft (whether hired, rented, borrowed, owned, or otherwise) arising out of or in connection with this agreement, the performance thereof by MD Helicopters customer, or any other party, including without limitation the provision or training services, technical assistance, any data or documentation, personnel, facilities, equipment, support, supervision, review or other things, whether or not such liabilities. Claims damages, losses, costs and expenses arise out of the negligence of MD Helicopters. To the extent applicable, Customer shall cause its aircraft hull physical damage insurers to waive all rights of subrogation against MD Helicopters. For the purpose of this section, "MD Helicopters" includes MD Helicopters, its divisions, subsidiaries, the assignees of each, subcontractors, suppliers and affiliates, and their respective directors, officers, employees and agents. This agreement shall be governed, performed, interpreted, construed, and enforced in accordance with the laws of the state of Arizona. Any disputes resulting in litigation under this agreement shall be adjudicated in Arizona Superior Court for Maricopa County.

Signature: [REDACTED] Date: 10-31-18

Email Registration Form to training@mdhelicopters.com or [REDACTED]





Flight Training Record Single Engine Aircraft

Pilot Name Chase Cormier

Pilot Certificate # [REDACTED] Comm. Rotor

Company Houston Police Department

Transition ☒ X

Flight Review ☐

Aircraft Model 500E

Recurrent ☐

Other Aircraft: N7032V

Normal Operations	B	D	P	Emergency / Malfunction	B	D	P	Emergency / Malfunction	B	D	P
Start/Run up	1		1	Autorotation				Y-SAS Off			
Systems Checks	1		1	Entry/Attitude Control	2	2	2	Cruise	-----	-----	-----
Cyclic Trim	1		1	Rotor RPM Control	2	2	2	Slow A/S in Descent	-----	-----	-----
TO/Land to/from Hover	1		1	Minimum Rate of Descent	2	2	2				
Hover IGE & OGE	1		1	Maximum Glide Distance	2	2	2	Cyclic Trim Malfunction			
Hover Patterns	1		1	180 to 360 degree Turns				Trim Runaway	1		1
Normal Takeoff/Approach	1		1	Power Recovery / T.W.P.	2	2	2				
Acceleration/Deceleration	1		1					Night Flight			
Climbs/Descents	1		1	Touchdown Autos				A/C Lighting Systems			
Turns	1		1	Hovering - Stationary IGE	1		1	Basic Pattern Work			
Straight & Level Flight	1		1	Hovering - Taxiing	2		2	Basic Air Work			
Max Performance Takeoff	1		1	Straight-In	3	3	3	Approach to Unlit Area			
Steep Approach	1		1	With Turns	3	3	3	T/O from Unlit Area			
Quick stop	1		1	Low Level							
Running Takeoff/Landing	1		1	Takeoff/Climb	3						
Engine Power Check				To a spot	3	3	3				
Low Speed Maneuvering								Night Emergency / Malf.			
								Unusual Attitude Recovery			
Special Operations				Anti-Torque Malfunction				Hover Auto rotations			
Confined Area Ops.	1		1	Loss of Thrust - Hover	1	1	1	Straight-in Auto rotations			
Pinnacle/Ridgeline Ops.	1			Fixed Pitch - Flight	3	3	3	Auto rotations with turns			
Settling with Power								Auto rotations to a spot			
Flight @ VNE				Governor / FADEC Malf.							
Slope Landings/Takeoffs	1		1	Manual Fuel Control	2	2	2				
Checking FADEC Faults	-----	-----	-----	FADEC Malfunctions	-----	-----	-----				
				FADEC Manual Control	-----	-----	-----				

B-Briefed D-Demonstrated P-Practiced

FLIGHT #	DATE	A/C SN	FLT HRS	INSTRUCTOR (Print)	REMARKS
1	02/19/19	0553E	2.0	R. Rappoport	Pilot Transition Maneuvers/Procedures
2	02/20/19	0553E	1.7	R. Rappoport	Pilot Transition Maneuvers/Procedures
3	02/20/19	0553E	1.7	R. Rappoport	Pilot Transition Maneuvers/Procedures
4	02/20/19	0553E	1.2	R. Rappoport	Photo shoot/Pinnacle/confined area ops.
5					
6					
			6.6	◀TOTAL	

Customer Signature [REDACTED]

Date _____ Instructor Signature [REDACTED]

Date 02/21/19



Helicopter Ground Training Record

Customer Name: CHASE CORMIER	Course: 500 SERIES
Company Name: HOUSTON POLICE DEPT	Date: 02-18-2019

☒ Transition ☐ Autopilot Familiarization ☐ Recurrent
☐ Other: _____

GROUND TRAINING MODULES

Transition

Autopilot Familiarization (check "☑")

Recurrent (check "☑")

<u>1</u> Intro/Technical Publications	☐ Autopilot Familiarization	☐ Helicopter Systems and Procedures Review
<u>1</u> Airframe		
<u>1</u> Powerplant		
<u>1</u> Engine Controls		
<u>1</u> Lubrication System		
<u>1</u> Fuel System		<u>2</u> <u>Preflight</u>
<u>1</u> Powertrain		
<u>1</u> Rotor System		
<u>1</u> Flight Controls		
<u>3</u> Anti Torque System		
<u>3</u> Electrical System		
<u>3</u> Environmental Control		

OTHER:

	Date	Instructor	Comments
Ground Training Day 1	2-18-19		
Ground Training Day 2	2-19-19		
Ground Training Day 3	2-20-19		
Ground Training Day 4			
Ground Training Day 5			
Ground Training Day 6			
Ground Training Day 7			



MD 500E TRANSITION PILOT TRAINING EXAM

Pilot's Name: Chase Cormier

Date Exam Completed: 2-21-19

Grade: 100%

Instructor Signature: 

May 2011

Certificate of Completion

MDTM 500E

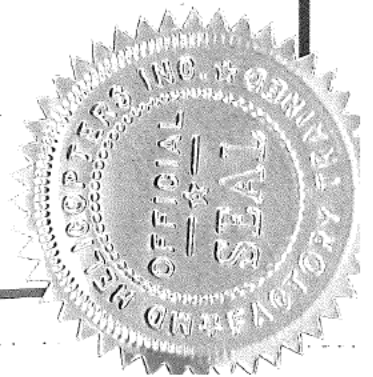
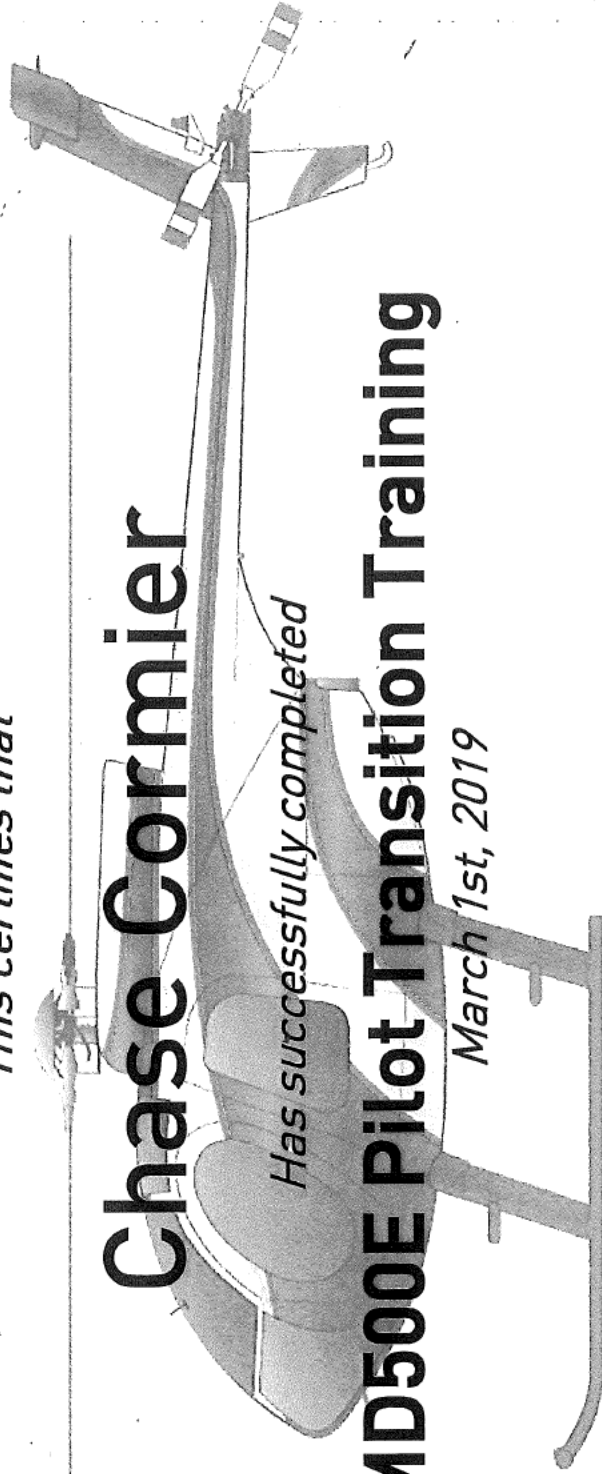
This certifies that

Chase Cormier

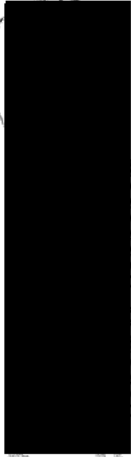
Has successfully completed

MD500E Pilot Transition Training

March 1st, 2019




Chief Pilot


Robert M. Rappoport
Instructor Pilot



From: [Engelhardt, James](#)
To: [Prince, Daniel \(FAA\)](#)
Subject: Chase Cormier
Date: Wednesday, May 13, 2020 11:46:53 AM
Attachments: [chase EP Training.pdf](#)
[Cormier NVG training.pdf](#)
[Chase MD training.pdf](#)

Mr. Prince,

The following as you requested:

Chase received his Rotary Wing commercial certificate on 2-12-2019 and is not due a flight review until February 2021.

- Total flight hours **1534.9**
- Total flight hours make/model **483.8**
- (Schweizer 300 hours **54.0**)
- Total flight hours MD500E **429.8**
- Total flight time MD500E last year **256.0**
- Total Flight Time MD500E last 90 days **65.2**

-

In summary, Chase started his initial pilot training on 7-3-2018 in the Schweizer 300, and was transitioned in the MD500E model on 9-17-2018.

Kyle Engelhardt
Sergeant, Houston Police Department
Air & Marine Unit




HOUSTON POLICE AIR SUPPORT DIVISION RECURRENT CHECK RIDE EVALUATION

PILOT: C. CORNIER INSTRUCTOR: K. EUGELHARDT
DATE: 4-20-19 AIRCRAFT: 72F NEXT SCHEDULED EVALUATION: QUARTERLY
TIME OF FLIGHT: 2034 TOTAL FLIGHT TIME: 1.5 TYPE: NIGHT SHIFT TRANSITION
TRIENNIAL BIENNIAL ANNUAL

PREFLIGHT

- 1. Preflight / Log Books S/U
- 2. Preflight/Aircraft S/U
- 3. Cockpit/Checklists S/U
- 4. Engine Start/Run-Up S/U

S = Satisfactory
U = Unsatisfactory

HOVERING

- 5. Hover Taxi S/U
- 6. Air Taxi S/U
- 7. Ground Taxi S/U
- 8. Hover Patterns S/U

TAKE-OFFS

- 9. Takeoff to a Hover S/U
- 10. Normal Takeoff S/U
- 11. Maximum Performance S/U
- 12. Cross Wind S/U
- 13. High Altitude Running S/U
- 14. Aborted/Quick Stop S/U

LANDINGS

- 15. Normal to a Hover S/U
- 16. Steep to the Ground S/U
- 17. Shallow/High Alt/Running S/U
- 18. Cross Wind S/U
- 19. Slope S/U
- 20. Pinnacle N/A S/U
- 21. Confined Area S/U

IN-FLIGHT MANEUVERS

- 22. Climbing/Descending Turns S/U
- 23. Deceleration at Altitude S/U
- 24. Turns (Normal/Shallow/Steep) S/U
- 25. ATC Radio Procedures S/U
- 26. Ground Reference S/U
- 27. Navigation (Electronic) N/A S/U
- 28. Navigation (Pilotage) N/A S/U
- 29. Inadvertent IMC N/A S/U
- 30. Hover Out of Ground Effect S/U
- ** Other S/U

PATROL OPERATIONS

- 31. Heliport Landings S/U
- 32. Heliport Departures S/U
- 33. High Speed Approach to Scene S/U
- 34. Approach and Orbit Scene S/U
- 35. Search Pattern at Scene N/A S/U
- 36. Suspect on the Ground N/A S/U
- 37. Vehicle Pursuit N/A S/U
- 38. Surveillance N/A S/U
- 39. Maintain Awareness of High Obstructions and Aircraft S/U
- 40. Making Request to Towers to Work Scene in Control Airspace N/A S/U
- 41. NVG Training S/U
- 42. NVG Recurrent Certification S/U
- ** Other NVG Proficiency Check S/U

EMERGENCIES PR = Power Recovery

- 43. Autorotation Straight In P/R S/U
- 44. Autorotation 180 S/U
- 45. Autorotation 90 S/U
- 46. Autorotation Precision / To Location S/U
- 47. Autorotation Hover S/U
- 48. Autorotation Taxi S/U
- 49. Autorotation T/R Failure at Hover S/U
- 50. T/R Linkage Failure at Cruise N/A S/U
- 51. Autorotation Orbit Over Scene Full On Recovery S/U
- 52. Autorotation 50 Feet N/A S/U
- 53. LTE Loss of Tail Rotor Effectiveness S/U
- 54. Stuck Pedal Emergencies N/A S/U
- 55. Vortex Ring State N/A S/U
- ** Other S/U

HAZARD IDENTIFICATION & RISK MANAGEMENT

- 56. Workload Management S/U
- 57. Human Factors S/U
- 58. Stress Management S/U
- 59. Cockpit Distractions S/U
- 60. Cockpit Resource Management S/U
- 61. Situational Awareness S/U
- 62. Judgement and Decision Making S/U

SPECIAL OPERATIONS

- 63. SWAT Deployment N/A S/U
- 64. Rescue Collar S/U
- 65. Fast Rope Deployment S/U

OTHER

- 66. Unit Standard Operating Procedures N/A S/U
- 67. Flight Profile with Tactical Equipment S/U
- 68. Miscellaneous S/U



HOUSTON POLICE AIR SUPPORT DIVISION RECURRENT CHECK RIDE EVALUATION

PILOT: C. CORNIER INSTRUCTOR: K. EUGELHARDT
DATE: 4-20-19 AIRCRAFT: 72F NEXT SCHEDULED EVALUATION: QUARTERLY
TIME OF FLIGHT: 2030 TOTAL FLIGHT TIME: 1.5 TYPE: NIGHT SHIFT TRANSITION
TRIENNIAL BIENNIAL ANNUAL

PREFLIGHT

- 1. Preflight / Log Books S/U
- 2. Preflight/Aircraft S/U
- 3. Cockpit/Checklists S/U
- 4. Engine Start/Run-Up S/U

S = Satisfactory
U = Unsatisfactory

HOVERING

- 5. Hover Taxi S/U
- 6. Air Taxi S/U
- 7. Ground Taxi S/U
- 8. Hover Patterns S/U

TAKE-OFFS

- 9. Takeoff to a Hover S/U
- 10. Normal Takeoff S/U
- 11. Maximum Performance S/U
- 12. Cross Wind S/U
- 13. High Altitude Running S/U
- 14. Aborted/Quick Stop S/U

LANDINGS

- 15. Normal to a Hover S/U
- 16. Steep to the Ground S/U
- 17. Shallow/High Alt/Running S/U
- 18. Cross Wind S/U
- 19. Slope S/U
- 20. Pinnacle N/A S/U
- 21. Confined Area S/U

IN-FLIGHT MANEUVERS

- 22. Climbing/Descending Turns S/U
- 23. Deceleration at Altitude S/U
- 24. Turns (Normal/Shallow/Steep) S/U
- 25. ATC Radio Procedures S/U
- 26. Ground Reference S/U
- 27. Navigation (Electronic) N/A S/U
- 28. Navigation (Pilotage) N/A S/U
- 29. Inadvertent IMC N/A S/U
- 30. Hover Out of Ground Effect S/U
- ** Other S/U

PATROL OPERATIONS

- 31. Heliport Landings S/U
- 32. Heliport Departures S/U
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- 34. Approach and Orbit Scene S/U
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- 36. Suspect on the Ground N/A S/U
- 37. Vehicle Pursuit N/A S/U
- 38. Surveillance N/A S/U
- 39. Maintain Awareness of High Obstructions and Aircraft S/U
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- 55. Vortex Ring State N/A S/U
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- 56. Workload Management S/U
- 57. Human Factors S/U
- 58. Stress Management S/U
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- 61. Situational Awareness S/U
- 62. Judgement and Decision Making S/U

SPECIAL OPERATIONS

- 63. SWAT Deployment N/A S/U
- 64. Rescue Collar S/U
- 65. Fast Rope Deployment S/U

OTHER

- 66. Unit Standard Operating Procedures N/A S/U
- 67. Flight Profile with Tactical Equipment S/U
- 68. Miscellaneous S/U

INSTRUCTOR'S COMMENTS:

CHASE HAD NO DIFFICULTY WITH DEPTH PERCEPTION.

CHASE PERFORMED ALL NIGHT EMERGENCY PROCEDURES WITHOUT ANY PROBLEMS.

CHASE IS CLEARED TO FLY PIC DURING NIGHT OPERATIONS

PILOT'S COMMENTS:

PILOT'S SIGNATURE: _____

INSTRUCTOR'S SIGNATURE _____

DATE: 4-20-19

DATE: 4-20-19



HOUSTON POLICE AIR SUPPORT DIVISION RECURRENT CHECK RIDE EVALUATION

PILOT: C. CORMIER INSTRUCTOR: ENGELHARDT
DATE: 7-8-19 AIRCRAFT: 76F NEXT SCHEDULED EVALUATION: QUARTERLY
TIME OF FLIGHT: 1300 TOTAL FLIGHT TIME: 1.5 TYPE: TRIENNIAL BIENNIAL ANNUAL

PREFLIGHT

- 1. Preflight / Log Books S/U
- 2. Preflight/Aircraft S/U
- 3. Cockpit/Checklists S/U
- 4. Engine Start/Run-Up S/U

HOVERING

- 5. Hover Taxi S/U
- 6. Air Taxi S/U
- 7. Ground Taxi S/U
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- 28. Navigation (Pilotage) S/U
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- 30. Hover Out of Ground Effect ... S/U
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- 34. Approach and Orbit Scene S/U
- 35. Search Pattern at Scene S/U
- 36. Suspect on the Ground S/U
- 37. Vehicle Pursuit S/U
- 38. Surveillance S/U
- 39. Maintain Awareness of High Obstructions and Aircraft ... S/U
- 40. Making Request to Towers to Work Scene in Control Airspace ... S/U
- 41. NVG Training S/U
- 42. NVG Recurrent Certification .. S/U
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- 48. Autorotation Taxi S/U
- 49. Autorotation T/R Failure at Hover S/U
- 50. T/R Linkage Failure at Cruise. S/U
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Full On Recovery S/U
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- 66. Unit Standard Operating Procedures .. S/U
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- 68. Miscellaneous S/U

INSTRUCTOR'S COMMENTS:

ALL EMERGENCY PROCEDURES PERFORMED TO FAA STANDARDS

NICE JOB CLARE!!!

- REMINDER- COLLECTIVE ALL THE WAY DOWN.
- COME OUT OF CLARE BEFORE STARTING SINK RATE

PILOT'S COMMENTS:

PILOT'S SIGNATURE: _____

DATE: 7-8-19

INSTRUCTOR'S SIGNATURE: _____

DATE: 7-8-19



HOUSTON POLICE AIR SUPPORT DIVISION RECURRENT CHECK RIDE EVALUATION

PILOT: CORMIER INSTRUCTOR: ENGELHARDT

DATE: 2-18-24 AIRCRAFT: 74F NEXT SCHEDULED EVALUATION: N/A

TIME OF FLIGHT: 1930 TOTAL FLIGHT TIME: 1.0 TYPE: TRIENNIAL BIENNIAL ANNUAL

PREFLIGHT

- 1. Preflight / Log Books S/U
- 2. Preflight/Aircraft S/U
- 3. Cockpit/Checklists S/U
- 4. Engine Start/Run-Up S/U

HOVERING

- 5. Hover Taxi S/U
- 6. Air Taxi S/U
- 7. Ground Taxi S/U
- 8. Hover Patterns S/U

TAKE-OFFS

- 9. Takeoff to a Hover S/U
- 10. Normal Takeoff S/U
- 11. Maximum Performance S/U
- 12. Cross Wind S/U
- 13. High Altitude Running S/U
- 14. Aborted/Quick Stop S/U

LANDINGS

- 15. Normal to a Hover S/U
- 16. Steep to the Ground S/U
- 17. Shallow/High Alt/Running S/U
- 18. Cross Wind S/U
- 19. Slope S/U
- 20. Pinnacle S/U
- 21. Confined Area S/U

IN-FLIGHT MANEUVERS

- 22. Climbing/Descending Turns S/U
- 23. Deceleration at Altitude S/U
- 24. Turns (Normal/Shallow/Steep) S/U
- 25. ATC Radio Procedures S/U
- 26. Ground Reference S/U
- 27. Navigation (Electronic) S/U
- 28. Navigation (Pilotage) S/U
- 29. Inadvertent IMC S/U
- 30. Hover Out of Ground Effect S/U
- ** Other S/U

PATROL OPERATIONS

- 31. Heliport Landings S/U
- 32. Heliport Departures S/U
- 33. High Speed Approach to Scene S/U
- 34. Approach and Orbit Scene S/U
- 35. Search Pattern at Scene S/U
- 36. Suspect on the Ground S/U
- 37. Vehicle Pursuit S/U
- 38. Surveillance S/U
- 39. Maintain Awareness of High Obstructions and Aircraft S/U
- 40. Making Request to Towers to Work Scene in Control Airspace S/U
- 41. NVG Training S/U
- 42. NVG Recurrent Certification S/U
- ** Other NVG Proficiency Check S/U

EMERGENCIES PR = Power Recovery P/R

- 43. Autorotation Straight In S/U
- 44. Autorotation 180 S/U
- 45. Autorotation 90 S/U
- 46. Autorotation Precision / To Location S/U
- 47. Autorotation Hover S/U
- 48. Autorotation Taxi S/U
- 49. Autorotation T/R Failure at Hover S/U
- 50. T/R Linkage Failure at Cruise S/U
- 51. Autorotation Orbit Over Scene Full On Recovery S/U
- 52. Autorotation 50 Feet S/U
- 53. LTE Loss of Tail Rotor Effectiveness S/U
- 54. Stuck Pedal Emergencies S/U
- 55. Vortex Ring State S/U
- ** Other S/U

HAZARD IDENTIFICATION & RISK MANAGEMENT

- 56. Workload Management S/U
- 57. Human Factors S/U
- 58. Stress Management S/U
- 59. Cockpit Distractions S/U
- 60. Cockpit Resource Management S/U
- 61. Situational Awareness S/U
- 62. Judgement and Decision Making S/U

SPECIAL OPERATIONS

- 63. SWAT Deployment S/U
- 64. Rescue Collar S/U
- 65. Fast Rope Deployment S/U

OTHER

- 66. Unit Standard Operating Procedures S/U
- 67. Flight Profile with Tactical Equipment S/U
- 68. Miscellaneous S/U

NVG INITIAL TRAINING

INSTRUCTOR'S COMMENTS:

NO DEPTH PERCEPTION ISSUES DETECTED CHASE HAD
NO ISSUES WITH ANY OF THE MANEUVERS I REQUESTED.
CHASE IS ENDORSED TO FLY WITH NVA'S
LOG-BOOK ENTRY MADE

PILOT'S COMMENTS:

PILOT'S SIGNATURE: _____

DATE: _____

2-18-20

INSTRUCTOR'S SIGNATURE _____

DATE: _____

2-18-20

[Email Certificate](#) | [Print Certificate in PDF](#) | [Download Certificate in PDF](#)

Certificate of Completion



Chase Cormier
has successfully completed

NVG Initial Qualification Course

Completed On : Nov 12, 2019

Expiration Date : Nov 12, 2020

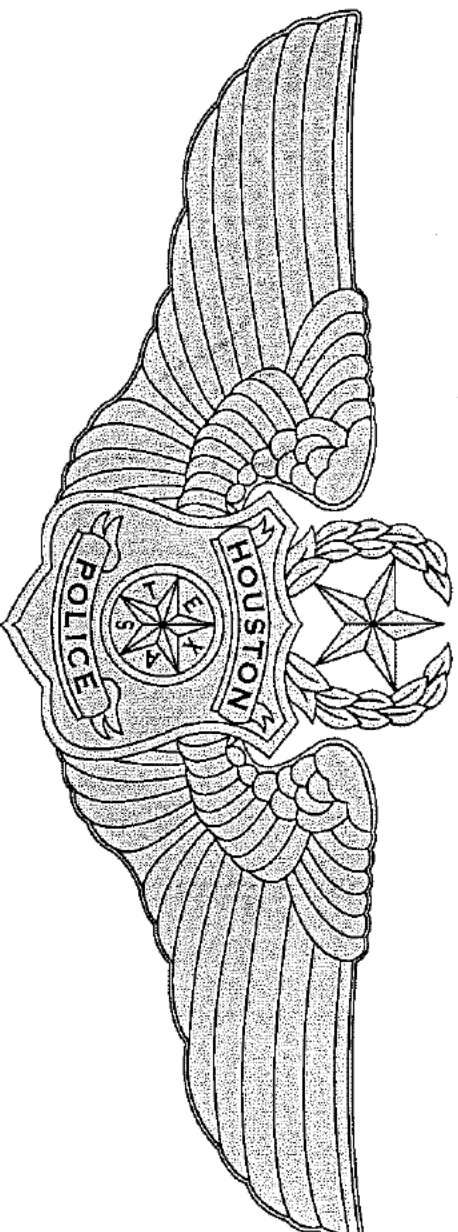
Certificate Number



Graduation Certificate

This is to certify that

CHASE CORMIER



HAS SATISFACTORILY COMPLETED ALL REQUIRED STAGES AND TESTS FOR THE
NIGHT VISION GOOGLE PILOT TRAINING COURSE

COMPLETED FEBRUARY 18TH, 2022

SERGEANT KYLE ENGELHARDT
NVC INSTRUCTOR # [REDACTED]