

HOWELL ENTERPRISES, INC.

1.6

TRAINING RECORD MU2						Flight No. <u>10</u>	
☒ FLIGHT TRAINING				☐ COCKPIT TRAINING			
NAME: <u>[REDACTED]</u>		Location: FAYETTEVILLE, TN		Date: <u>11-13-20</u>			
POSITION: ☒ Captain ☐ First Officer		Hobbs In <u>32.0</u>		Time In <u>1581</u>			
Pilot Certificate Information		Grade: PVT		Hobbs Out <u>30.5</u>		Time Out <u>1252</u>	
Number: 3480839		Time <u>1.5</u>		Flight Time <u>2.5</u>			
Employer: SELF EMPLOYED		Fuel Burn <u>1178</u>					
Based: WITCHITA FALLS, TX		Model MU2 -60		N# 322TA		SN# 760SA	
Instructor Signature <u>[REDACTED]</u>		Initial		Requalification		☒ Recurrent SFAR	
Student Signature <u>[REDACTED]</u>		Transition					
GRADING SCALE 1- POOR 2 - FAIR 3 - AVERAGE 4 -EXCELLENT							
TRAINING EVENT							
VISUAL INSPECTION (AIRCRAFT ONLY)						3.0	
PRE START						3.0	
STARTING						3.0	
TAXI						3.0	
PERFORMANCE / LIMITATIONS						3.0	
COCKPIT MANAGEMENT						3.2	
PRE-TAKEOFF CHECKS						3.0	
TAKEOFF:							
Normal Takeoff (5 & 20 flaps)						3.1	
Takeoff Engine Failure (5 & 20 flaps)						3.2/3.0	
Takeoff Engine Failure on Runway or Rejected Takeoff						3.1	
Takeoff Engine Failure after Liftoff-Unable to Climb (Classroom or FTD Only)						5	
ENROUTE:							
1 Approach to Stall (clean configuration/wings level)							
2 Accelerated Stalls (no flaps)							
3 Approach to Stall (takeoff configuration / 15 to 30 degree bank)							
4 Slow Flight Maneuvers							
5 Approach to Stall (landing configuration / gear down / 40 flaps)							
6 One Engine Inoperative Maneuvering Loss of Directional Control							
7 Steep Turns							
Unusual Attitude Recovery (nose high)							
Unusual Attitude Recovery (nose low)							
DESCENT:							
Emergency Descent (high speed)							
Emergency Descent (low speed)							

Student Name: [REDACTED]		Date:	Flight No.
APPROACHES:			
ILS and Missed Approach		1	
One Engine Inoperative ILS and Missed Approach		3.1	
One Engine Inoperative Missed Approach		3.1	
Non-Precision and Missed Approach		3.1	
One Engine Inoperative Non-Precision and Missed Approach		3.0	
Circling Approach at Weather Minimums		3.0	
One Engine Inoperative Circling Approach at Weather Minimums		3.0	
Two Engine Missed Approach		3.1	
LANDINGS:			
Normal Landing (20 and 40 flaps)		3.2	
Go Around / Rejected Landing		3.0	
No Flap or 5 Flap Landing		3.2	
One Engine Inoperative Landing (5 and 20 flaps)		3.0	
Crosswind Landing <i>No Trial</i>		3.0	
OTHER PROCEDURES TRAINING AIRBORNE			
Holding		2.1	
SYSTEMS PROCEDURE – ANY PHASE			
SPECIAL TRAINING			
VOR CHECK			
Place		1- VOT	
Type		2- Ground	
To From		3- Airborne	
Error Nav #1		4- Dual	
Error Nav #2			