

MISSION REPORT

CIRRUS MISSION EXPENSE REPORT

☒ SR ☐ SF



Chris Jensen

Other

Customer Name

Certification Number

Mission

Daily Trip Summary

Date	Start Time	End Time	Type	Billing Full Day: >4.0
05/10/2022	8:00 am	5:00 pm	Training	Full Day
5/11/2022	8:00 am	5:00 pm	Training	Full Day
5/12/2022	8:00 am	5:00 pm	Training	Full Day
5/13/2022	12:00 pm	5:00 pm	Training	Half Day

Mission Remarks

Chris has very little Cirrus time coming into training. He does however have glass cockpit and autopilot experience. This week we weren't able to complete the company check due to lack of airplanes along with Chris needed extra time to get accustomed to the Cirrus and our procedures. Areas of weakness can be found on the LMS. Chris does however show a good drive to learn and has a good attitude. He will need extra training to get to where we want him to be standards wise.

Expense Report

Services	Price	Quantity Included	Quantity Provided	Total
Pilot Service Full Day	\$	3	3	\$
Pilot Service Half Day	\$	1.0	1.0	\$
Pilot Overnight Fee	\$			\$
Flight Training Device	\$			\$
Rental Aircraft	\$			\$

Additional Services

				\$
				\$
				\$
				\$
				\$

Pricing does not include taxes

Covered By Cirrus:

\$

Customer Balance:

\$

Riley Domschke

5/13/2022

Cirrus Pilot Printed Name

Cirrus Pilot Signature

Date

Training Due Dates

Date	Type
	90 Day Recurrent Check
	6 Month Recurrent Check
	Flight Review
	Instrument Proficiency Check
	Medical Certificate
	Icing Awareness Course

Records and Endorsements

Yes	No	Type
☐	☒	Completion Certificate Issued
☐	☒	Flight Review
☐	☒	Instrument Proficiency Check
☐	☒	High Performance Endorsement
☐	☒	Cirrus Icing Awareness Course

Check Your Limits

Evaluate your personal minimums at cirrusaircraft.com/knowyourlimits.

Personal Capability Category	Type
	VFR Minimums
	IFR Minimums

Course Completion Status

☐ Satisfactorily Complete

☒ Incomplete

Reason: Time

*Add text to Cirrus Approach and Mission Remarks

Recommended Personal Minimums

Current Pilot Capability Category	SR Series Wind Limits	VFR Minimums		IFR Minimums
 Infrequent Pilot	Wind: 15kts X-Wind: 5kts Max Gust: 5kts	Day 5000' Ceilings 10 SM Visibility	Night 5000' Ceilings 10 SM Visibility	1500' / 3 SM Current Reported Weather
 Frequent Pilot	Wind: 20kts X-Wind: 10kts Max Gust: 10kts	Day 3000' Ceilings 10 SM Visibility	Night 5000' Ceilings 10 SM Visibility	+500' / +1 SM Above Published Approach Minimums
 Experienced Pilot	Wind: 35kts X-Wind: 20kts Max Gust: 15kts	Day 3000' Ceilings 5 SM Visibility	Night 5000' Ceilings 10 SM Visibility	Published Approach Minimums

Night operations: Decrease wind limits by 5 kts. Increase vigilance when conducting Instrument Approach Procedures.

Icing conditions: Flight Into Icing Conditions is Hazardous. Refer to Airplane Flight Manual Limitations.

MISSION REPORT

CIRRUS MISSION EXPENSE REPORT

☒ SR ☐ SF



Chris Jensen

Advanced Transition Training

Customer Name

Certification Number

Mission

Daily Trip Summary

Date	Start Time	End Time	Type	Billing Full Day: >4.0
5/16/2022	8:00 am	4:00 pm	Training	Full Day
5/17/2022	8:00 am	4:00 pm	Training	Full Day
5/18/2022	8:00 am	5:45 pm	Training	Full Day
5/19/2022	8:00 am	4:30 pm	Training	Full Day
5/20/2022	8:00 am	3:00 pm	Training	Full Day
5/23/2022	1:45 pm	4:00 pm	Training	Half Day
5/24/2022	8:00 am	4:00 pm	Training	Full Day
5/25/2022	8:00 am	3:30 pm	Training	Full Day
5/26/2022	8:00 am	4:00 pm	Training	Full Day
5/27/2022	8:15 am	7:30 pm	Training	Full Day

Mission Remarks

Chris came to us at the beginning of the week having had two flights in the Cirrus. Chris progressed with understanding aircraft automation, which was our main struggle over these two weeks. However, due to inconsistent performance, Chris was unable to complete all required tasks in the allotted time period. See lesson remarks on LMS for details.

To allow for additional training and flight time for aircraft familiarization, Chris was flown back home to Nashville by Jesus on 5/27 (4.1 flight time included in the 28.0, 8.3 hours flight round-trip)

Expense Report

Services	Price	Quantity Included	Quantity Provided	Total
Pilot Service Full Day	\$	9.0	9.0	\$
Pilot Service Half Day	\$	1.0	1.0	\$
Pilot Overnight Fee	\$			\$
Flight Training Device	\$			\$
Rental Aircraft	\$	28.0	28.0	\$
Additional Services				
				\$
				\$
				\$
				\$
				\$

Pricing does not include taxes

Covered By Cirrus:

\$

Customer Balance:

\$

Micah Claussen

Cirrus Pilot Printed Name

Cirrus Pilot Signature

5/27/2022

Date

Training Due Dates

Date	Type
	90 Day Recurrent Check
	6 Month Recurrent Check
	Flight Review
	Instrument Proficiency Check
	Medical Certificate
	Icing Awareness Course

Records and Endorsements

Yes	No	Type
☐	☒	Completion Certificate Issued
☐	☒	Flight Review
☐	☒	Instrument Proficiency Check
☐	☒	High Performance Endorsement
☐	☒	Cirrus Icing Awareness Course

Check Your Limits

Evaluate your personal minimums at cirrusaircraft.com/knowyourlimits.

Personal Capability Category	Type
	VFR Minimums
	IFR Minimums

Course Completion Status

☐ Satisfactorily Complete

☒ Incomplete

Reason: Performance

*Add text to Cirrus Approach and Mission Remarks

Recommended Personal Minimums

Current Pilot Capability Category	SR Series Wind Limits	VFR Minimums		IFR Minimums
 Infrequent Pilot	Wind: 15kts X-Wind: 5kts Max Gust: 5kts	Day 5000' Ceilings 10 SM Visibility	Night 5000' Ceilings 10 SM Visibility	1500' / 3 SM Current Reported Weather
 Frequent Pilot	Wind: 20kts X-Wind: 10kts Max Gust: 10kts	Day 3000' Ceilings 10 SM Visibility	Night 5000' Ceilings 10 SM Visibility	+500' / +1 SM Above Published Approach Minimums
 Experienced Pilot	Wind: 35kts X-Wind: 20kts Max Gust: 15kts	Day 3000' Ceilings 5 SM Visibility	Night 5000' Ceilings 10 SM Visibility	Published Approach Minimums

Night operations: Decrease wind limits by 5 kts. Increase vigilance when conducting Instrument Approach Procedures.

Icing conditions: Flight Into Icing Conditions is Hazardous. Refer to Airplane Flight Manual Limitations.

MISSION REPORT

CIRRUS MISSION EXPENSE REPORT

☐ SR ☐ SF



Chris Jensen

Other

Customer Name

Certification Number

Mission

Daily Trip Summary

Date	Start Time	End Time	Type	Billing Full Day: >4.0
6/27/2022	8:00 am	5:00 pm	Training	Full Day
5/11/2022	8:00 am	5:00 pm	Training	Full Day
5/12/2022	8:00 am	5:00 pm	Training	Full Day
5/13/2022	12:00 pm	5:00 pm	Training	Half Day

Mission Remarks

Chris has very little Cirrus time coming into training. He does however have glass cockpit and autopilot experience. This week we weren't able to complete the company check due to lack of airplanes along with Chris needed extra time to get accustomed to the Cirrus and our procedures. Areas of weakness can be found on the LMS. Chris does however show a good drive to learn and has a good attitude. He will need extra training to get to where we want him to be standards wise.

Expense Report

Services	Price	Quantity Included	Quantity Provided	Total
Pilot Service Full Day	\$	3	3	\$
Pilot Service Half Day	\$	1.0	1.0	\$
Pilot Overnight Fee	\$			\$
Flight Training Device	\$			\$
Rental Aircraft	\$			\$

Additional Services

				\$
				\$
				\$
				\$
				\$

Pricing does not include taxes

Covered By Cirrus:

\$

Customer Balance:

\$

Riley Domschke

5/13/2022

Cirrus Pilot Printed Name

Cirrus Pilot Signature

Date

Training Due Dates

Date	Type
	90 Day Recurrent Check
	6 Month Recurrent Check
	Flight Review
	Instrument Proficiency Check
	Medical Certificate
	Icing Awareness Course

Records and Endorsements

Yes	No	Type
☐	☒	Completion Certificate Issued
☐	☒	Flight Review
☐	☒	Instrument Proficiency Check
☐	☒	High Performance Endorsement
☐	☒	Cirrus Icing Awareness Course

Check Your Limits

Evaluate your personal minimums at cirrusaircraft.com/knowyourlimits.

Personal Capability Category	Type
	VFR Minimums
	IFR Minimums

Course Completion Status

☐ Satisfactorily Complete

☒ Incomplete

Reason: Time

*Add text to Cirrus Approach and Mission Remarks

Recommended Personal Minimums

Current Pilot Capability Category	SR Series Wind Limits	VFR Minimums		IFR Minimums
 Infrequent Pilot	Wind: 15kts X-Wind: 5kts Max Gust: 5kts	Day 5000' Ceilings 10 SM Visibility	Night 5000' Ceilings 10 SM Visibility	1500' / 3 SM Current Reported Weather
 Frequent Pilot	Wind: 20kts X-Wind: 10kts Max Gust: 10kts	Day 3000' Ceilings 10 SM Visibility	Night 5000' Ceilings 10 SM Visibility	+500' / +1 SM Above Published Approach Minimums
 Experienced Pilot	Wind: 35kts X-Wind: 20kts Max Gust: 15kts	Day 3000' Ceilings 5 SM Visibility	Night 5000' Ceilings 10 SM Visibility	Published Approach Minimums

Night operations: Decrease wind limits by 5 kts. Increase vigilance when conducting Instrument Approach Procedures.

Icing conditions: Flight Into Icing Conditions is Hazardous. Refer to Airplane Flight Manual Limitations.

Chris Jensen

Completed

Enrollment Status	Lesson Types		Assessments		Logbook	Hrs
Start:	Self-Study	1/1	Flight	3/3	Flight	9.2
May 10, 2022	Ground	4/4	Ground	4/4	Ground	6.4
Completion:	Flight	3/3			SIM	1.1
Jun 14, 2022	Total	8/8	Total	7/7	Total	16.7

Course Intro

Welcome To Your Company Pilot Cirrus Training SR	Self Study	Completed
--	------------	-----------

Syllabus Overview	Rich Text	Completed
-------------------	-----------	-----------

Company Check

Lesson 1: Administrative Duties	Ground	Completed
---------------------------------	--------	-----------

Lesson 1: SR Company Pilot Training	Ground Assessment	Completed
-------------------------------------	-------------------	-----------

Tasks					
Task	Type	Required	Passed	Missed	Status
Using Flightdocs	Perform	1	1	0	Completed
Line Service/ Formstack	Perform	1	1	0	Completed
Cirrus Approach	Perform	1	1	0	Completed
Salesforce	Perform	1	1	0	Completed
Garmin Pilot	Perform	1	1	0	Completed
Logbook					

LOG ID

94744

DATE

May 10, 2022

MAKE

MODEL

ID

GROUND

TO

FROM

TOTAL FLT

0.0

TOTAL SIM

0

TOTAL GND

0

INSTRUCTOR

RILEY DOMSCHKE

REMARKS

Chris has all required Apps. Still waiting on sales force, box, and Garmin Pilot.

Tasks					
Task	Type	Required	Passed	Missed	Status
Flight Operations Manual	Perform	1	1	0	Completed
Pilots Operating Handbook	Perform	1	1	0	Completed
MD302 (Stand-By) Supplement	Perform	1	1	0	Completed
Oxygen Supplement	Perform	1	1	0	Completed
FIKI Supplement	Perform	1	1	0	Completed
Checklists Downloads	Perform	1	1	0	Completed
Garmin Quick Reference Cockpit Guide	Perform	1	1	0	Completed
Perspective + Guide	Perform	1	1	0	Completed
DARCE	Perform	1	1	0	Completed
Training Records (Creating and Implementing)	Perform	1	1	0	Completed

Logbook

LOG ID

94745

DATE

May 10, 2022

MAKE

MODEL

ID

TO

FROM

TOTAL FLT

0.0

TOTAL SIM

0

TOTAL GND

0

INSTRUCTOR

RILEY DOMSCHKE

REMARKS

Chris has all required documents downloaded onto his iPad. He is still waiting on a P-card.

Lesson 3: Further Knowledge and Deeper Understanding

Ground

Completed

Lesson 3: SR Company Pilot Training	Ground Assessment				Completed
Tasks					
Task	Type	Required	Passed	Missed	Status
Service Center Locator	Perform	1	1	0	Completed
Hotbench: Pages, Chapters, Menu	Perform	1	1	0	Completed
Hotbench: Cross Country Flight Plan	Perform	1	1	0	Completed
Hotbench: Audio Panel	Perform	1	1	0	Completed
Hotbench: Satellite Phone Operations	Perform	1	1	0	Completed
Hotbench: Updating Databases	Perform	1	1	0	Completed
Hotbench: VNAV Usage	Perform	1	1	0	Completed
Hotbench: Visual Approaches	Perform	1	1	0	Completed
Hotbench: Autopilot Limitations	Perform	1	1	0	Completed
Standby Instrument Limitations	Perform	1	1	0	Completed

Cold, Hot, Flooded Start Procedures	Perform	1	1	0	Completed
TOGA Button	Perform	1	1	0	Completed
Electronic Stability Protection Overview	Perform	1	1	0	Completed
Filling TKS Tanks	Perform	1	1	0	Completed
De-Icing Airplane Before Flight	Perform	1	1	0	Completed
Oxygen System (Auto-Descent Profile)	Perform	1	1	0	Completed
Safety Equipment	Perform	1	1	0	Completed
Written Test Review	Perform	1	1	0	Completed

Logbook

LOG ID

94746

DATE

May 10, 2022

MAKE

MODEL

ID

TO

FROM

TOTAL FLT

0.0

TOTAL SIM

0

TOTAL GND

0

INSTRUCTOR

RILEY DOMSCHKE

REMARKS

Chris did well on the hot bench. Him having some prior experience with a glass cockpit definitely helps. Chris will need to spend some time on his own though in order to become proficient. With more practice Chris will be good navigating around the G1000. STILL NEED TO GO OVER WRITTEN TEST!

Logbook

LOG ID

95455

DATE

May 25, 2022

MAKE

MODEL

ID

GROUND

TO

FROM

TOTAL FLT

0.0

TOTAL SIM

0

TOTAL GND

0.7

INSTRUCTOR

MICAH CLAUSSEN

REMARKS

Chris and I discussed and corrected his written exam from 88% to 100%.

Lesson 4: Emergencies	Ground	Completed
-----------------------	--------	-----------

Lesson 4: SR Company Pilot Training	Ground Assessment	Completed
-------------------------------------	-------------------	-----------

Tasks

CAPS Callouts	Perform	1	1	0	Completed
CAPS Management and Decision Making	Perform	1	1	0	Completed
Passenger Takeoff Briefing	Perform	1	1	0	Completed
Aborted Takeoff	Perform	1	1	0	Completed
Engine Failure on Takeoff/ In-Flight	Perform	1	1	0	Completed
Electrical Malfunction	Perform	1	1	0	Completed
ADAHRS Failure	Perform	1	1	0	Completed
GPS Failure	Perform	1	1	0	Completed
PFD Failure	Perform	1	1	0	Completed
MFD Failure	Perform	1	1	0	Completed
MCU Failure	Perform	1	1	0	Completed
Emergency Descent	Perform	1	1	0	Completed
Severe Icing	Perform	1	1	0	Completed
Fires (Outside/Cabin)	Perform	1	1	0	Completed
Oxygen Malfunctions	Perform	1	1	0	Completed
Underlined (Memory) Checklists	Perform	1	1	0	Completed

Logbook	
LOG ID	94747
DATE	May 13, 2022
MAKE	
MODEL	
ID	FRASCA
TO	
FROM	
TOTAL FLT	0.0
TOTAL SIM	0
TOTAL GND	0
INSTRUCTOR	RILEY DOMSCHKE

REMARKS

ALT 2 Failure - Took him a while to get the auto pilot on correctly in order to be able to focus on the caution. Chris had the right idea though which was good. Definitely need to practice activating the autopilot. After pulling up the correct checklist Chris did the correct action and got the alternator back online. PFD Failure- Chris flew the airplane which was good and went straight for the avionics backup switch. He was able to fly the aircraft just fine after that. Severe Icing- Was slow to realize he was getting ice on his airplane. Now because it is a sim i will not hold that against him however he should pay attention more to how much more effort is needed to fly the airplane when ice is accumulating on the airframe. Also with aircraft ahead reporting icing and being in a non FIKI airplane he should has started thinking about other options before having to react to the issue. At no point did he start thinking about CAPS even after not being able to hold altitude 2 separate times at 2 separate altitudes. If we can't fly the aircraft any more it is time for CAPS. Especially in IMC conditions. Lots of good lessons learned here. Engine Failure Before Rotation- Chris did well with this pulling the power to idle and breaking hard enough that he did not skid on the runway. Engine Failure After Takeoff Below 500- Good job just get the nose down quicker to preserve the airspeed that you already have. Engine Failure After Takeoff Above 2000 - Good job with the engine failure. Engine Fire- Started with high oil temp and low oil pressure. Chris wanted to pull CAPs right away while not being a wrong answer I want him to try to fix the issue and fight the problem while he still has some altitude. Chris need to brush up on the engine fire in flight checklist for sure. We didn't really know what to do when the fire happened. Overview- Chris did ok with the situations at hand. We definitely need to spend some time studying the underlined procedures. Remember CAPS is always an option. If we can't fly the airplane for any reason CAPs should always be considered.

Lesson 5: VFR Flight Lesson		Flight			Completed
Lesson 5: SR Company Pilot Training		Flight Assessment			Completed
Tasks					
Task	Type	Required	Passed	Missed	Status
FOM Review	Perform	1	1	0	Completed
Before Takeoff Check	Perform	1	1	0	Completed

Route Climb	Perform	1	1	0	Completed
Cruise	Perform	1	1	0	Completed
Descent	Perform	1	1	0	Completed
Traffic Pattern	Perform	1	1	0	Completed
Normal Landing	Perform	1	1	0	Completed
Flightdocs	Perform	1	1	0	Completed
Aircraft Weight and Balance	Perform	1	1	0	Completed
Aircraft Performance	Perform	1	1	0	Completed
Power Settings for Airspeed	Perform	1	1	0	Completed
Preflight Assessment	Perform	1	1	0	Completed
Engine Start	Perform	1	1	0	Completed
Taxiing	Perform	1	1	0	Completed
Flaps 50% or 0% Landing	Perform	1	1	0	Completed
Short-Field Landing	Perform	1	1	0	Completed
Power-Off 180° Landing	Perform	1	2	0	Completed
Go-Around	Perform	1	1	0	Completed
Open Door Landing	Perform	1	1	0	Completed
After Landing, Parking and Securing	Perform	1	1	0	Completed
Flightdocs	Perform	1	1	0	Completed
CAPS Callouts	Perform	1	1	0	Completed
Slow Flight	Perform	1	1	0	Completed
Power-Off Stalls	Perform	1	1	0	Completed
Power-On Stall	Perform	1	1	0	Completed
Steep Turn	Perform	1	2	0	Completed
Engine Failure on Takeoff/ In-Flight	Perform	1	2	0	Completed
Autopilot Stall	Perform	1	1	0	Completed

Logbook

LOG ID

94748

DATE

May 12, 2022

MAKE

MODEL

ID

TO

FROM

TOTAL FLT

0.0

TOTAL SIM

0

TOTAL GND

0

INSTRUCTOR

RILEY DOMSCHKE

REMARKS

Partially competed while working on advance transition lesson.

Logbook

LOG ID

94813

MODEL	SR22 G6
ID	N788PA
TO	KORL
FROM	KORL
TOTAL FLT	1.8
TOTAL SIM	0
TOTAL GND	0.8
INSTRUCTOR	MICAH CLAUSSEN

REMARKS

Chris performed all tasks well. Emphasis was placed on CAPS decision making, as Chris is new to Cirrus and used to "gliding" to landing on all engine failures. Chris exhibited good aeronautical decision making, but some borderline CAPS scenarios could use improvement (Airport well within glide, chose to pull CAPS instead) Great energy management on power off 180 accuracy landings. Stalls and MINSPEED was introduced on the autopilot. Chris is still learning how to efficiently work autopilot and get the airplane's automation to do exactly what he wants it to do. Emphasis was placed on AVIATE NAVIGATE COMMUNICATE where Chris lost track of power settings.

Lesson 6: IFR Flight Lesson		Flight			Completed
Lesson 6: SR Company Pilot Training		Flight Assessment			Completed
Tasks					
Task	Type	Required	Passed	Missed	Status
Normal Takeoff	Perform	1	1	0	Completed
Enroute Climb	Perform	1	1	0	Completed
Cruise	Perform	1	1	0	Completed
Unusual Flight Attitudes	Perform	1	1	0	Completed
Descent	Perform	1	1	0	Completed
Intercepting and Tracking Nav Systems and Arcs	Perform	1	1	1	Completed
Precision Approach (Coupled)	Perform	1	1	1	Completed
Landing from an Instrument Approach	Perform	1	1	0	Completed
CAPS Callout	Perform	1	1	0	Completed
Non-Precision Approach (Coupled) VOR/LOC/LPV	Perform	1	1	0	Completed
CAPS Callouts	Perform	1	1	0	Completed
Missed Approach	Perform	1	1	1	Completed
Holding Procedures	Perform	1	1	0	Completed
Precision Approach (Handflown) LPV/ILS	Perform	1	1	0	Completed
Checking Instruments and Equipment	Perform	1	1	0	Completed
Logbook					
LOG ID		94868			
DATE		May 17, 2022			
MAKE		SR22 G6			
MODEL		SR22 G6			
ID		N788PA			
TO		KORL			
FROM		KORL			
TOTAL FLT		1.4			
TOTAL SIM		1.1			

REMARKS

Chris demonstrated satisfactory knowledge of IFR procedures, but struggled with aircraft automation. Before the flight, we studied autopilot modes on the Noble flight sim. In flight, Chris demonstrated knowledge of flight profiles as they relate to IFR instrument approaches, but struggled to "keep up" with the aircraft and its automation. Further practice will be required to meet completion standards for this lesson.

Logbook	
LOG ID	94950
DATE	May 18, 2022
MAKE	SR22 G6
MODEL	SR22 G6
ID	N788PA
TO	KORL
FROM	KORL
TOTAL FLT	2.0
TOTAL SIM	0
TOTAL GND	1.3
INSTRUCTOR	MICAH CLAUSSEN

REMARKS

Chris is developing more of a feel for Perspective+ Avionics. He knows what buttons to press after giving it some thought. More training is needed to avoid task saturation during approaches and go-around/missed approaches. He is able to avoid task saturation if given a lot time in holding to prepare for and brief the approach. As soon as Chris falls behind the airplane, he struggles to catch up and mismanages autopilot and aircraft automation. In flight, Chris has to be reminded of when to press the autopilot APPROACH mode. More work will be needed to solidify coupled non-precision instrument approaches, as well as briefing circle-to-land approaches. When conducting instrument approaches, Chris struggles to multitask. Ex: Talking on the radio and managing autopilot at the same time. Ex: Getting an approach clearance and pressing APPROACH mode while also ensuring correct autopilot modes on the "scoreboard". On the circle-to-land VOR approach, Chris briefed the approach but only "read" the approach plate, and did not "understand" what the plate was saying. This led to him getting behind the airplane and disoriented on final. In the future, emphasis will be placed on understanding approach approach plates instead of just "reading through" them. I think this will fix a lot of the task saturation issues we're currently facing.

Logbook	
LOG ID	94975
DATE	May 18, 2022
MAKE	SR22 G6
MODEL	SR22 G6
ID	N788PA
TO	KORL
FROM	KORL
TOTAL FLT	1.4
TOTAL SIM	0
TOTAL GND	0.8
INSTRUCTOR	MICAH CLAUSSEN

REMARKS

Chris is getting better at managing automation. He still has issues remembering to press the APPROACH button at the beginning of each approach in order to vertically track the approach. Unusual attitude recoveries were satisfactory to CPL standards. Chris will work on getting better at talking through the maneuvers he is performing before starting CSIP training. Overall, Chris is learning the Garmin Perspective+ system better, but needs work to fully grasp and do things in tune to the faster pace of SR22. His work flow is slightly slow, and he needs more seat time and approach after approach to more quickly access menus, tune frequencies, and load/brief instrument approaches.

Logbook	
LOG ID	95452
DATE	May 25, 2022
MAKE	SR22 G6
MODEL	SR22 G6

FROM	KFIN
TOTAL FLT	1.5
TOTAL SIM	0
TOTAL GND	1.3
INSTRUCTOR	MICAH CLAUSSEN

REMARKS

On this flight, Chris satisfactorily completed the last two items on this lesson: Hand-flown non-precision approach, and a coupled precision approach. I was unable to mark these tasks as "missed" on previous flights due to not having ACS tasks to select "missed". Chris completed these procedures to commercial pilot standards. Some assistance was provided so that he could manage the flight director while also hand-flying the approach. Although he did not follow the flight director the entire approach, he eventually got it set correctly and did not deviate from the approach course or vertical guidance. It seems that throughout the day, Chris' performance declines due to fatigue. The second flight of the day seems like he is not "in stride" like the first flight of the day. Automation management and "staying ahead of the airplane" are the first things to dwindle when fatigue sets in. We discussed what seems to be the root cause of fatigue setting in throughout the day. A combination of being in the learning environment and a lack of quality sleep due to being in an unfamiliar environment (hotel room). Overall, Chris is still progressing at a rate that will allow us to finish transition training and company training by the end of this week. I recommend Chris be assigned duties as a company pilot on reposition flights to better familiarize himself with the aircrafts avionics (VNAV, FD, AP, etc) before beginning training for his CSIP rating.

Lesson 7: IFR Flight Lesson

Flight

Completed

Lesson 7: SR Company Pilot Training		Flight Assessment			Completed
Tasks					
Task	Type	Required	Passed	Missed	Status
Landing from an Instrument Approach	Perform	1	1	0	Completed
Normal Takeoff	Perform	1	1	0	Completed
Enroute Climb	Perform	1	1	0	Completed
Cruise	Perform	1	1	0	Completed
Descent	Perform	1	1	0	Completed
Intercepting and Tracking Nav Systems and Arcs	Perform	1	1	0	Completed
VNAV Use on Approaches	Perform	1	1	0	Completed
Non-Precision Approach (Coupled)	Perform	1	1	0	Completed
Circling Approach	Perform	1	1	0	Completed
Missed Approach	Perform	1	1	0	Completed
CAPS Callouts	Perform	1	1	0	Completed
CAPS Callout	Perform	1	1	0	Completed
Partial Panel Approach	Perform	1	1	0	Completed
After Landing, Parking and Securing	Perform	1	0	0	Not Started
Logbook					

LOG ID	96946
DATE	Jun 14, 2022
MAKE	SR22 G6
MODEL	SR22 G6
ID	N586CF
TO	KTYS
FROM	KMOR
TOTAL FLT	1.1
TOTAL SIM	0
TOTAL GND	0.5
INSTRUCTOR	ANDREW BYRD



Chris Jensen

In Progress

Enrollment Status	Lesson Types		Assessments		Logbook	Hrs
Start:	Self-Study	0/9	Flight	8/9	Flight	20.4
	Ground	0/1	Ground	1/1	Ground	10.2
Completion:	Flight	8/9			SIM	0.8
Not Completed	Total	8/19	Total	9/10	Total	31.4

Course Intro

Welcome To Your Cirrus Training	Self Study	Not Started
Syllabus Overview	Rich Text	Not Started
Task Completion Standards (Ground)	Rich Text	Not Started
Task Completion Standards (Flight)	Rich Text	Not Started

Self Study

Systems	Self Study	Not Started
Primary Flight Controls	Video	Not Started
Secondary Flight Controls	Video	Not Started
Flight Controls & Trim: Controls, Operation, and Indications	Video	Not Started
Flight Controls & Trim: Abnormals	Video	Not Started
Flight Controls & Trim: Limitations	Video	Not Started
Flight Controls & Trim: Preflight	Video	Not Started
Engine: Your Engine	Video	Not Started
Engine: Reciprocating Engines	Video	Not Started
Engine: Induction System	Video	Not Started
Engine: Turbochargers	Video	Not Started
Engine: Ignition System	Video	Not Started
Engine: Oil System	Video	Not Started
Engine: Controls and Operation	Video	Not Started
Engine: Indications and Limitations	Video	Not Started
Engine: Abnormals	Video	Not Started
Engine: Abnormals SR22T	Video	Not Started
Engine: Preflight	Video	Not Started

Propeller: Abnormals	Video	Not Started
Propeller: Preflight	Video	Not Started
Landing Gear, Hydraulics, & Brakes: Components	Video	Not Started
Landing Gear, Hydraulics, & Brakes: Controls & Operation	Video	Not Started
Landing Gear, Hydraulics, & Brakes: Abnormals	Video	Not Started
Landing Gear, Hydraulics, and Brakes: Preflight	Video	Not Started
Environmental System: Components	Video	Not Started
Environmental System: Air Conditioning	Video	Not Started
Environmental System: Controls, Operation, and Limitations	Video	Not Started
Environmental System: Abnormals	Video	Not Started
Fuel System: Components	Video	Not Started
Fuel System: Controls & Operation	Video	Not Started
Fuel System: Indications	Video	Not Started
Fuel System: Abnormals	Video	Not Started
Fuel System: Limitations	Video	Not Started
Fuel System: Preflight	Video	Not Started
Electrical System: Components & Limitations	Video	Not Started
Electrical System: Distribution	Video	Not Started
Electrical System: Controls & Operation	Video	Not Started
Electrical System: Indications	Video	Not Started
Electrical System: Abnormals	Video	Not Started
Electrical System: Preflight	Video	Not Started
Oxygen System: Components	Video	Not Started
Oxygen System: Controls, Operation, & Indications	Video	Not Started
Oxygen System: Abnormals	Video	Not Started
Oxygen System: Limitations & Regulations	Video	Not Started
Oxygen System: Preflight	Video	Not Started
Oxygen System: Portable Systems	Video	Not Started

Avionics Familiarization	Self Study	Not Started
Welcome to Your Avionics [1.1]	Video	Not Started
Perspective+ Avionics Pilot's Guide	Document	Not Started
Hello Cockpit [2.1]	Video	Not Started
Behind the Screens [2.2]	Video	Not Started

Getting To Know Your PFD [3.2]	Video	Not Started
Alerts and Messages [3.3]	Video	Not Started
Synthetic Vision Technology (SVT) [3.4]	Video	Not Started
Surface Watch [3.5]	Video	Not Started
MFD Layout [4.1]	Video	Not Started
Engine Indication System (EIS) [4.2]	Video	Not Started
Home Page [4.3]	Video	Not Started
Chapters and Pages [4.4]	Video	Not Started
The FMS [5.1]	Video	Not Started
Putting Your FMS to Work [5.2]	Video	Not Started
The AFCS [6.1]	Video	Not Started
AFCS Panel [6.2]	Video	Not Started
AFCS Status Box [6.3]	Video	Not Started
Limitations [6.4]	Video	Not Started
AFCS Panel - Preflight	Video	Not Started
Disengaging The Autopilot [6.6]	Video	Not Started
Engaging The Autopilot [6.7]	Video	Not Started
Climbing and Descending [6.8]	Video	Not Started
Intercepting a Course [6.9]	Video	Not Started
Go-Around/Missed Approach [6.10]	Video	Not Started
Underspeed Protection (USP) [6.11]	Video	Not Started
Electronic Stability and Protection (ESP) [6.12]	Video	Not Started
Hypoxia Recognition/Auto Descent Mode [6.13]	Video	Not Started
The Audio Panel [7.1]	Video	Not Started
Aircraft Audio [7.2]	Video	Not Started
Intercoms [7.3]	Video	Not Started
3D Audio [7.4]	Video	Not Started
Audio Distribution [7.5]	Video	Not Started
Bluetooth Pairing and Control [7.6]	Video	Not Started
Volume and Manual Squelch [7.7]	Video	Not Started
The Standby Instruments [8.1]	Video	Not Started
Analog Standby Instruments [8.2]	Video	Not Started
Standby Attitude Module (SAM) [8.3]	Video	Not Started
Database Management [9.1]	Video	Not Started

Wireless Updating - Perspective+ [9.3]	Video	Not Started
Flight Stream 510 - Perspective+ [10.1]	Video	Not Started
Pairing Up - Perspective+ [10.2]	Video	Not Started
Connected Cockpit - Perspective+ [10.3]	Video	Not Started
Hands-On With Your Avionics [11.1]	Video	Not Started
Power-Up [11.2]	Video	Not Started
Set-Up [11.3]	Video	Not Started
Taxi to Takeoff [11.4]	Video	Not Started
Climb and Cruise [11.5]	Video	Not Started
Arrival [11.6]	Video	Not Started
Takeaway [11.7]	Video	Not Started
Avionics Abnormalities [12.1]	Video	Not Started
Electrical Failures [12.2]	Video	Not Started
Display Failures [12.3]	Video	Not Started
Component Failures [12.4]	Video	Not Started
ADC Failures [12.5]	Video	Not Started
AHRS Failures [12.6]	Video	Not Started
Comparator Messages [12.7]	Video	Not Started
IAU Failures [12.8]	Video	Not Started

CAPS	Self Study	Not Started
------	------------	-------------

CAPS: Your Ultimate Backup	Video	Not Started
CAPS: ADM	Video	Not Started
Greg Huntley's Story	Video	Not Started
Mayday Over the Pacific	Video	Not Started
CAPS: Components	Video	Not Started
CAPS: Deployment	Video	Not Started
CAPS: Operation	Video	Not Started
CAPS: Post-Deployment	Video	Not Started
CAPS: Preflight	Video	Not Started
CAPS: Would You Pull?	Video	Not Started

Takeoffs and Landings	Self Study	Not Started
-----------------------	------------	-------------

Essential Elements: Runway Selection	Video	Not Started
Essential Elements: Knoxville to Gainesville	Video	Not Started

Essential Elements: TOLD Charts	Video	Not Started
Essential Elements: Gathering TOLD Data	Video	Not Started
Essential Elements: Calculating TOLD	Video	Not Started
Essential Elements: Runway Incursions	Video	Not Started
Essential Elements: Ground Effect	Video	Not Started
Essential Elements: Wake Turbulence	Video	Not Started
Essential Elements: Adverse Winds	Video	Not Started
Essential Elements: Takeoff Briefing	Video	Not Started
Traffic Pattern: Parts of a Traffic Pattern	Video	Not Started
Traffic Pattern: Entering/Exiting the Traffic Pattern	Video	Not Started
Traffic Pattern: Non-Standard Traffic Pattern	Video	Not Started
Traffic Pattern: Pattern at Jackson County (1A7)	Video	Not Started
Stabilized Approach: Energy Management	Video	Not Started
Stabilized Approach: Runway Illusions	Video	Not Started
Stabilized Approach: Flying a Stabilized Approach	Video	Not Started
Stabilized Approach: The Go-Around/Rejected Landing	Video	Not Started
Stabilized Approach: Go-Around Demo	Video	Not Started
Faulty Approach: Faulty Approaches	Video	Not Started
Faulty Approach: Energy Management Errors	Video	Not Started
Faulty Approach: Visual Cue Errors	Video	Not Started
Faulty Approach: Technique Errors	Video	Not Started
Normal Takeoffs and Landings: Normal Takeoffs and Landings	Video	Not Started
Normal Takeoffs and Landings: Takeoff and Climb	Video	Not Started
Normal Takeoffs and Landings: Approach and Landing	Video	Not Started
Normal Takeoffs and Landings: Once Around the Pattern	Video	Not Started
Crosswinds and Slips: Slips	Video	Not Started
Crosswinds and Slips: Crosswind Takeoff	Video	Not Started
Crosswinds and Slips: Crosswind Landing	Video	Not Started
Crosswinds and Slips: Crosswind Takeoff and Landing Demo	Video	Not Started
Short-Field Takeoff and Landing: The Short Field	Video	Not Started
Short-Field Takeoff and Landing: Performance Considerations	Video	Not Started
Short-Field Takeoff and Landing: Takeoff and Climb	Video	Not Started
Short-Field Takeoff and Landing: Approach and Landing	Video	Not Started

Soft/Rough-Field Takeoff and Landing: Takeoff and Climb	Video	Not Started
Soft/Rough-Field Takeoff and Landing: Approach and Landing	Video	Not Started
Soft/Rough-Field Takeoff and Landing: Once Around the Pattern	Video	Not Started
Abnormal/Emergency: Takeoff Emergencies	Video	Not Started
Abnormal/Emergency: Partial/No-Flap Landings	Video	Not Started
Abnormal/Emergency: Power-Off Landing	Video	Not Started
Abnormal/Emergency: Power-Off Landing Demo	Video	Not Started
Night Operations: Night Flying	Video	Not Started
Night Operations: Night Takeoff and Climb	Video	Not Started
Night Operations: Night Approach and Landing	Video	Not Started

SR Series Maneuvers Course	Self Study	Not Started
Welcome to the SR Series Maneuvers Course	Video	Not Started
In the Practice Area	Video	Not Started
Trim it Up	Video	Not Started
The Aero Demo	Video	Not Started
Aero Demo...Demo	Video	Not Started
Backside of the Curve	Video	Not Started
Flight, Slowly	Video	Not Started
Slow Flight Demo	Video	Not Started
Stop Stalling	Video	Not Started
Power-Off Stalls	Video	Not Started
Power-Off Stall Demo	Video	Not Started
Power-On Stalls	Video	Not Started
Power-On Stall Demo	Video	Not Started
Forces in a Turn	Video	Not Started
Turning Steeply	Video	Not Started
Steep Turns Demo	Video	Not Started
Warming Up	Video	Not Started
Rectangular Course	Video	Not Started
Rectangular Course Demo	Video	Not Started
Turns Around a Point	Video	Not Started
Turns Around a Point Demo	Video	Not Started
S-Turns	Video	Not Started

SR Series Workbook	Document	Not Started
SR22T POH (Equipped w/Perspective+ Avionics)	Document	Not Started

Transition

Lesson 1	Ground	In Progress
----------	--------	-------------

CAPS Ground Briefing	Document	Not Started
CAPS Deployment Procedure Trainer	Interactive	Not Started
Lesson 1 Instructor Assessment	Ground Assessment	Completed

Tasks					
Task	Type	Required	Passed	Missed	Status
Course Briefing	Practice	1	1	0	Completed
Electrical System	Practice	1	1	0	Completed
Powerplant System	Practice	1	1	0	Completed
Fuel System	Practice	1	1	0	Completed
Cirrus Airframe Parachute System	Practice	1	1	0	Completed
Flight Deck Orientation	Practice	1	1	0	Completed

Logbook

LOG ID

94749

DATE

May 11, 2022

MAKE

MODEL

ID

TO

FROM

TOTAL FLT

0.0

TOTAL SIM

0

TOTAL GND

2

INSTRUCTOR

RILEY DOMSCHKE

REMARKS

Chris was shown the fuel and electric system for each type of SR. We also covered the Turbo and FIKI briefly. Chris will need to spend significant time studying these systems before his CSIP. This is expected though since it is only the first week of training. Chris was also presented and given the CAPS presentation. I told him to practice drawing out the systems and then backing them up with a presentation, or POH documents. It may not be a bad idea to show Chris around the maintenance hanger in order to visually show him each part of each system.

Lesson 2	Flight	Completed
----------	--------	-----------

Lesson 2 Instructor Assessment		Flight Assessment			Completed
Tasks					
Task	Type	Required	Passed	Missed	Status
Aircraft Weight and Balance	Practice	1	1	0	Completed
Aircraft Performance	Practice	1	1	0	Completed
Preflight Assessment	Practice	1	1	0	Completed

Before Takeoff Check	Practice	1	1	0	Completed
Normal Takeoff	Practice	1	1	0	Completed
Enroute Climb	Practice	1	1	0	Completed
Cruise	Practice	1	1	0	Completed
Slow Flight	Practice	1	1	0	Completed
Power-Off Stalls	Practice	1	1	0	Completed
Power-On Stall	Practice	1	1	0	Completed
Steep Turn	Practice	1	1	0	Completed
Unusual Flight Attitudes	Practice	1	1	0	Completed
Descent	Practice	1	1	0	Completed
Traffic Pattern	Practice	1	1	0	Completed
Normal Landing	Practice	1	1	0	Completed
After Landing, Parking and Securing	Practice	1	1	0	Completed
Simulated CAPS Deployment	Perform	1	1	0	Completed

Logbook	
LOG ID	94660
DATE	May 11, 2022
MAKE	SR22 G6
MODEL	SR22 G6
ID	N586CF
TO	KTYS
FROM	KTYS
TOTAL FLT	1.8
TOTAL SIM	0
TOTAL GND	0
INSTRUCTOR	RILEY DOMSCHKE

REMARKS

Chris came to us with no real cirrus experience so i believe it will take a little bit of time for him to get used to the aircraft and the speed at which we fly. Chris came ready to learn which is the perfect attitude. Obviously being the first lesson in his company training he had lots of questions and almost everything had to be shown to him. Engine start and taxi all went well Chris tends to taxi with a little too much power but after some practice he is getting better at limiting his taxi RPMs. During flight all the maneuvers were shown once then Chris tried to replicate the maneuvers. Overall he did very well. He needs to get used to the speed at which we fly though. Chris over controlled the airplane in most maneuvers. We will be practicing small adjustments and slowing the procedure down from here on out. After the first few maneuvers though Chris started to get a feel for how much input he needed. Coming into land we got slow and low due to too big of power changes on final. I walked him through that all we need is to adjust a couple of inches and that we almost never need to go to idle power. Landings will need work. Overall Chris is safe when flying the airplane. He will need a little time to get a hang for our procedures and flying the Cirrus but I think if he is able to really study at home he should be able to pick it up.

Lesson 3	Flight	Completed
----------	--------	-----------

Lesson 3 Instructor Assessment	Flight Assessment				Completed
Tasks					
Task	Type	Required	Passed	Missed	Status
Aircraft Weight and Balance	Practice	1	1	0	Completed
Aircraft Performance	Practice	1	1	0	Completed
Preflight Assessment	Practice	1	1	0	Completed
Engine Start	Practice	1	1	0	Completed
Taxiing	Practice	1	1	0	Completed
Before Takeoff Check	Practice	1	1	0	Completed

Cruise	Practice	1	1	0	Completed
Slow Flight	Perform	1	2	0	Completed
Power-Off Stalls	Perform	1	1	0	Completed
Power-On Stall	Perform	1	1	0	Completed
Steep Turn	Perform	1	3	0	Completed
Unusual Flight Attitudes	Perform	1	1	0	Completed
Short-Field Takeoff	Practice	1	1	0	Completed
Short-Field Landing	Practice	1	1	0	Completed
Flaps 50% or 0% Landing	Practice	1	1	0	Completed
Go-Around	Practice	1	1	0	Completed
Descent	Practice	1	3	0	Completed
Traffic Pattern	Practice	1	6	0	Completed
Normal Landing	Practice	1	1	0	Completed
After Landing, Parking and Securing	Practice	1	1	0	Completed
Simulated CAPS Deployment	Perform	1	1	0	Completed

Logbook	
LOG ID	94775
DATE	May 12, 2022
MAKE	SR22T G6
MODEL	SR22T G6
ID	N329WT
TO	KTYS
FROM	KTYS
TOTAL FLT	3.1
TOTAL SIM	0
TOTAL GND	0
INSTRUCTOR	RILEY DOMSCHKE

REMARKS

We got in the airplane for the second time this week and from the start Chris is becoming more comfortable with the airplane. Everything from start to cruise was within limits. The RPMs on the ground were much better this time around. Only thing to note is to make sure Chris either verbally or physically recognizes CAPs on departure. Steep turns- Chris is still over correcting on the right turns pitching up to 10 degrees and slowing down to 90 kts. We did get a chirp of the stall horn during that. After discussing our mistakes Chris was able to hold within limits however I would like to see a smoother maneuver and less jerky. This will come with more practice. Slow flight- Chris was able to perform this maneuver within limits, however he needs to remember to use rudder. That was the biggest problem with the maneuver. More practice is needed. Stalls - Chris was able to perform both stall well. Still needs more rudder without having a reminder. I mentioned to him that he needs to just fly the plane. Don't get stuck looking at the numbers inside. Pattern work. We went to KMMI in order to practice short and soft field takeoff and landings. I showed him one then he performed one. Chris did well just needs to watch how quickly he pitches up for Vx on a short field. Soft fields were good but needs to watch how far the nose comes up. You should always be able to see where you are going. If you can't your nose is way to high. Remember we only need to keep the nose off the ground about half a foot. Just enough to keep it out of the grass. Overall Chris did well for the first time seeing these. He needs more practice with these take off and landings. Overall- Better than yesterday. We still have work to do getting used to the aircraft and the procedures, but I believe with enough studying at home and chair flying when you can things should keep moving forwards at a good pace.

Lesson 4		Flight			Completed
Lesson 4 Instructor Assessment		Flight Assessment			Completed
Tasks					
Task	Type	Required	Passed	Missed	Status
Aircraft Weight and Balance	Practice	1	1	0	Completed
Aircraft Performance	Practice	1	1	0	Completed
Preflight Assessment	Practice	1	1	0	Completed
Engine Start	Practice	1	1	0	Completed

Normal Takeoff	Practice	1	1	0	Completed
Enroute Climb	Practice	1	1	0	Completed
Cruise	Practice	1	1	0	Completed
Electrical Malfunction	Practice	1	1	0	Completed
Descent	Practice	1	1	0	Completed
Traffic Pattern	Practice	1	1	0	Completed
Normal Landing	Practice	1	1	0	Completed
Short-Field Takeoff	Practice	1	1	0	Completed
Short-Field Landing	Practice	1	1	0	Completed
Flaps 50% or 0% Landing	Practice	1	1	0	Completed
Go-Around	Practice	1	1	0	Completed
After Landing, Parking and Securing	Practice	1	1	0	Completed
Simulated CAPS Deployment	Perform	1	1	0	Completed
Logbook					
LOG ID					94788
DATE					May 16, 2022
MAKE					SR22 G6
MODEL					SR22 G6
ID					N788PA
TO					KORL
FROM					KORL
TOTAL FLT					2.3
TOTAL SIM					0
TOTAL GND					1.2
INSTRUCTOR					MICAH CLAUSSEN

REMARKS

Chris is progressing in VFR maneuvers. He seems to be getting more comfortable with the faster speeds and different power settings. During flight, we worked a lot on coordination during performance maneuvers/ (stalls, steep turns, slow flight). It seems Chris isn't used to the strong left turning tendencies of the larger single engine aircraft. Maneuvers and landings were done to PPL ACS standards, and need work to progress to CML ACS standards. Emphasis will be placed in the future on rudder coordination on takeoff and go around, as well as performance maneuvers. Chris seems to be understanding manifold pressure and power settings more with the constant speed prop as he gets more Cirrus flight experience.

Lesson 5	Flight				Completed
Lesson 5 Instructor Assessment	Flight Assessment				Completed
Tasks					
Task	Type	Required	Passed	Missed	Status
Aircraft Weight and Balance	Practice	1	1	0	Completed
Preflight Assessment	Practice	1	1	0	Completed
Engine Start	Practice	1	1	0	Completed
Taxiing	Practice	1	1	0	Completed
Before Takeoff Check	Practice	1	1	0	Completed
Normal Takeoff	Practice	1	1	0	Completed
Enroute Climb	Practice	1	1	0	Completed
Cruise	Practice	1	1	0	Completed

Descent	Practice	1	1	0	Completed
Traffic Pattern	Practice	1	1	0	Completed
Normal Landing	Practice	1	1	0	Completed
Short-Field Takeoff	Practice	1	1	0	Completed
Short-Field Landing	Practice	1	1	0	Completed
Flaps 50% or 0% Landing	Practice	1	1	0	Completed
Go-Around	Practice	1	1	0	Completed
After Landing, Parking and Securing	Practice	1	1	0	Completed
Simulated CAPS Deployment	Perform	1	1	0	Completed

Logbook			
LOG ID	95320		
DATE	May 24, 2022		
MAKE	SR22 G6		
MODEL	SR22 G6		
ID	N788PA		
TO	KORL		
FROM	KORL		
TOTAL FLT	1.8		
TOTAL SIM	0		
TOTAL GND	1.2		
INSTRUCTOR	MICAH CLAUSSEN		

REMARKS

Chris is progressing through VFR maneuvers. He is passed private pilot standards, and is approaching commercial pilot standards in all areas of operations. Steep turns, stalls, and slow flight are progressing well. Landings, especially short field precision landings, can use some more work with energy management. Chris is mainly struggling with staying "ahead" of the airplane... Ex. Flying towards class B airspace at 145 knots, 10 miles from the destination, and not slowing the airplane down to allow himself more time. If given enough time, he can stay ahead of the airplane, but struggles to think ahead when dealing with any airport closer than 10 minutes apart. Task saturation keeps him far behind the airplane when it sets in, and Chris seems to forget tasks relating to autopilot, aircraft management (speed and altitude) and airspace. Given enough time, he can accomplish all necessary tasks, but in the busy Orlando airspace, time is of the essence. Tomorrow, we will leave the immediate Orlando area and go to an area where we can allow for more time to complete approach briefings and checklists.

Lesson 6	Flight				Completed
Lesson 6 Instructor Assessment	Flight Assessment				Completed
Tasks					
Task	Type	Required	Passed	Missed	Status
Aircraft Weight and Balance	Perform	1	1	0	Completed
Aircraft Performance	Perform	1	1	0	Completed
Preflight Assessment	Perform	1	1	0	Completed
Engine Start	Perform	1	1	0	Completed
Taxiing	Perform	1	1	0	Completed
Before Takeoff Check	Perform	1	1	0	Completed
Normal Takeoff	Perform	1	1	0	Completed
Enroute Climb	Perform	1	1	0	Completed
Cruise	Perform	1	1	0	Completed
Electrical Malfunction	Perform	1	1	0	Completed
Engine Malfunction	Perform	1	1	0	Completed

Normal Landing	Perform	1	1	0	Completed
Short-Field Takeoff	Perform	1	1	0	Completed
Short-Field Landing	Perform	1	1	0	Completed
Flaps 50% or 0% Landing	Perform	1	1	0	Completed
Open Door Landing	Perform	1	1	0	Completed
After Landing, Parking and Securing	Perform	1	1	0	Completed
Simulated CAPS Deployment	Perform	1	1	0	Completed
Logbook					
LOG ID					95436
DATE					May 25, 2022
MAKE					SR22 G6
MODEL					SR22 G6
ID					N799PA
TO					KFIN
FROM					KORL
TOTAL FLT					2.0
TOTAL SIM					0
TOTAL GND					1.2
INSTRUCTOR					MICAH CLAUSSEN

REMARKS

Chris is progressing through VFR maneuvers. He completed all landings and maneuvers to commercial standards. Steep turns, stalls, and slow flight were also practiced to confirm his ability to perform to commercial standards. He now has a good recognition of being "behind the power curve" and what it takes to maintain the exact desired aircraft state (airspeed, altitude, heading, even in slow flight and transitioning between in front of, and behind the power curve). Flaps 0 landings needed the most work, as Chris struggled with keeping the nose of the airplane pointed straight down the runway during the round out and flare phase. After a few tries, we got the landing within standards, but this could use some additional practice on our future flights. This afternoon, we will focus on instrument procedures and using automation. Chris seems to be coming up to speed on automation, but still requires extra time to set up approaches. We will work on developing a "flow" of tasks to aid his speed.

Advanced

Lesson 7	Flight				Completed
Lesson 7 Instructor Assessment	Flight Assessment				Completed
Tasks					
Task	Type	Required	Passed	Missed	Status
Aircraft Weight and Balance	Practice	1	1	0	Completed
Aircraft Performance	Practice	1	1	0	Completed
Preflight Assessment	Practice	1	1	0	Completed
Engine Start	Practice	1	1	0	Completed
Taxiing	Practice	1	1	0	Completed
Before Takeoff Check	Practice	1	1	0	Completed
Normal Takeoff	Practice	1	1	0	Completed
Enroute Climb	Practice	1	1	0	Completed
Cruise	Practice	1	1	0	Completed
Descent	Practice	1	1	0	Completed
Intercepting and Tracking Nav Systems and Arcs	Practice	1	1	0	Completed
Precision Approach (Coupled)	Practice	1	0	1	Completed

Holding Procedures	Practice	1	1	0	Completed
Landing from an Instrument Approach	Practice	1	1	0	Completed
After Landing, Parking and Securing	Practice	1	1	0	Completed
Simulated CAPS Deployment	Perform	1	1	0	Completed
Logbook					
LOG ID	95052				
DATE	May 19, 2022				
MAKE	SR22 G6				
MODEL	SR22 G6				
ID	N788PA				
TO	KORL				
FROM	KORL				
TOTAL FLT	3.7				
TOTAL SIM	0.8				
TOTAL GND	1.5				
INSTRUCTOR	MICAH CLAUSSEN				

REMARKS

Before today's flight, Chris and I worked on VNAV and approach procedures on the hot-bench. Chris seems to do well on the hot-bench and simulator with instrument approach procedures, but gets task saturated when he gets into the actual aircraft and has to... 1. Talk on the radio. 2. Manage automation. 3. Brief the approach. 4. Manage VNAV on the approach step downs. Chris is progressing with being able to maneuver the aircraft while hand-flying. (Landings, takeoffs, rudder coordination, centerline) Needs work on... 1. AFCS panel during an instrument approach 2. Briefing and FULLY UNDERSTANDING what to do on an approach... I told Chris to talk about every button and autopilot mode he will use at all points of the approach. Brief and think through the approach in chronological order. (Fly the approach in your head before actually flying it) 3. Speed control with autopilot on. Chris makes large inputs to throttle control which result in the aircraft getting far too slow and far too fast. (Variations on approach from below 90 knots, to above 115 knots) I suspect this resulted from not being able to hear changes in power as much with a governed propeller and engine. ****Fly the airplane by the manifold pressure numbers**** 4. TOGA usage during a fully coupled go-around. Chris still sometimes fails to press the correct vertical and lateral modes on the AFCS panel while on climb out from a TO/GA go-around. (Sometimes will press "HDG" or "NAV" but does not activate "FLC120" Overall, Chris is progressing through being able to hand fly the airplane, but has seemed to reach a plateau in managing automation over today's two flights. I recommended he fly with a different instructor tomorrow (Friday) (Jesus S) to see if he is more receptive to a slightly different instructional approach.

Logbook					
LOG ID	95370				
DATE	May 24, 2022				
MAKE	SR22 G6				
MODEL	SR22 G6				
ID	N788PA				
TO	KORL				
FROM	KORL				
TOTAL FLT	2.0				
TOTAL SIM	0				
TOTAL GND	0.6				
INSTRUCTOR	MICAH CLAUSSEN				

REMARKS

Chris showed major signs of progress on this flight. Although Chris had ample amounts of time to set-up and brief all of these instrument approaches, he was able to keep up with the airplane on this flight. We will continue to work on setting up and briefing approaches to get a more streamlined workflow throughout the approach setup and briefing process. Autopilot and automation management was much better on this flight. Chris seemed to have a much better understanding of autopilot modes and VNAV setup. One approach was hand-flown, and the other two were done fully coupled to the autopilot.

Lesson 8	Flight	Completed
----------	--------	-----------

Lesson 8 Instructor Assessment

Flight Assessment

Completed

Tasks

Aircraft Performance	Practice	1	1	0	Completed
Preflight Assessment	Practice	1	1	0	Completed
Engine Start	Practice	1	1	0	Completed
Taxiing	Practice	1	1	0	Completed
Before Takeoff Check	Practice	1	1	0	Completed
Normal Takeoff	Practice	1	0	1	Completed
Enroute Climb	Practice	1	1	0	Completed
Cruise	Practice	1	1	0	Completed
Descent	Practice	1	1	0	Completed
Intercepting and Tracking Nav Systems and Arcs	Practice	1	1	0	Completed
Non-Precision Approach (Coupled)	Practice	1	1	0	Completed
Non-Precision Approach (Hand-Flown)	Practice	1	1	0	Completed
Circling Approach	Practice	1	1	0	Completed
Landing from an Instrument Approach	Practice	1	1	0	Completed
After Landing, Parking and Securing	Practice	1	1	0	Completed
Simulated CAPS Deployment	Perform	1	1	0	Completed
Logbook					
LOG ID	95508				
DATE	May 26, 2022				
MAKE	SR22 G6				
MODEL	SR22 G6				
ID	N788PA				
TO	KSPG				
FROM	KORL				
TOTAL FLT	2.5				
TOTAL SIM	0				
TOTAL GND	1.4				
INSTRUCTOR	MICAH CLAUSSEN				

REMARKS

This flight began with an IFR XC to drop off Jesus S. At KTPF for a demo swap. Chris demonstrated better autopilot and automation management with his initial takeoff from KORL. On the approach into KTPF, we bugged an altitude that was lower than our assigned altitude. Chris was instructed to keep his altitude bug where it is until assigned a lower altitude or cleared for an approach. On the second flight, I advised Chris I would be “taking the training wheels off” and would not intervene for any reason other than safety of flight. On departure from KVNC, Chris made a correct decision to depart a shorter runway for a much more favorable headwind/crosswind. (Runway 2600). Chris felt rushed by his clearance void time, and forgot his final before takeoff flow. He realized this while on takeoff roll for a very short runway. He reduced power while at about 50 knots groundspeed to rush through the flow before takeoff. I immediately advised he reapply takeoff power as there was no room for error. Chris did not demonstrate good task management on this departure. Had I not intervened, I advised Chris that the outcome of that takeoff could have been much different. The entire departure process after the assignment of our “clearance void time” felt rushed. The flight plan page was completely empty prior to our IFR departure. No transponder code was entered prior to departure. However, the flight did seem to improve with time. Chris flew the two RNAV approaches well. One was coupled, one was hand-flown. The circling approach to another short runway (18/36 KSPG 2800’) was well within commercial pilot standards.

Lesson 9	Flight				Completed
Lesson 9 Instructor Assessment	Flight Assessment				Completed
Tasks					
Task	Type	Required	Passed	Missed	Status
Aircraft Weight and Balance	Practice	1	1	0	Completed
Aircraft Performance	Practice	1	1	0	Completed
Preflight Assessment	Practice	1	1	0	Completed

Before Takeoff Check	Practice	1	1	0	Completed
Normal Takeoff	Practice	1	1	0	Completed
Enroute Climb	Practice	1	1	0	Completed
Cruise	Practice	1	1	0	Completed
PFD Malfunction (Display, ADC, or AHRS failure)	Practice	1	0	1	Completed
Descent	Practice	1	1	0	Completed
Intercepting and Tracking Nav Systems and Arcs	Practice	1	1	0	Completed
Partial Panel Approach	Practice	1	0	1	Completed
Landing from an Instrument Approach	Practice	1	1	0	Completed
After Landing, Parking and Securing	Practice	1	1	0	Completed
Simulated CAPS Deployment	Perform	1	1	0	Completed
Logbook					
LOG ID					95519
DATE					May 26, 2022
MAKE					SR22 G6
MODEL					SR22 G6
ID					N788PA
TO					KORL
FROM					KSPG
TOTAL FLT					1.2
TOTAL SIM					0
TOTAL GND					1.1
INSTRUCTOR					MICAH CLAUSSEN

REMARKS

We are still lacking some amount of situational awareness prior to takeoff (see previous lesson). 1200' was bugged as the initial altitude when the floor of the class B airspace overhead was also 1200'. After questioning, Chris bugged an altitude of 1000'. When presented with a PFD failure, Chris did know that reversion mode was required, but still tried to pull up approach plates on the MFD. In addition, there was no mention of checklist usage outside of the MFD. This was debriefed and Chris was familiarized with the in-cockpit hard copy of the checklist. While in reversionary mode, the airplane did at one point slow to below 100 knots when we were on vectors to final. Chris noticed this as the aircraft continued to raise pitch to maintain altitude, and promptly corrected. After failing the MFD as well, (now no PFD OR MFD), Chris still continued on the approach. I advised him to go around and we had a discussion about the stand-by attitude module and what limited capabilities it has. Overall, Chris is inconsistent with meeting commercial ACS standards for IFR and VFR procedures; mostly related to ADM, AFCS, and aircraft set-up (airspace restrictions, runway lengths, etc). Some flights meet standards; others do not. The objective for Chris today was to "take the training wheels off" and for the instructor not intervene unless something was safety-of-flight related. (See previous lesson remarks). Based on his performance today, I would recommend additional training to finish transition/company training with an SR instructor before Chris flies corporate missions to build flight experience before CSIP.

Lesson 10	Flight				Not Started
Lesson 10 Instructor Assessment	Flight Assessment				In Progress
Tasks					
Task	Type	Required	Passed	Missed	Status
Aircraft Weight and Balance	Perform	1	0	0	Not Started
Aircraft Performance	Perform	1	0	0	Not Started
Preflight Assessment	Perform	1	0	0	Not Started
Engine Start	Perform	1	0	0	Not Started
Taxiing	Perform	1	0	0	Not Started
Before Takeoff Check	Perform	1	0	0	Not Started
Normal Takeoff	Perform	1	0	0	Not Started
Enroute Climb	Perform	1	0	0	Not Started

Unusual Flight Attitudes	Perform	1	0	0	Not Started
Descent	Perform	1	0	0	Not Started
Intercepting and Tracking Nav Systems and Arcs	Perform	1	0	0	Not Started
Non-Precision Approach (Hand-Flown)	Perform	1	0	0	Not Started
Circling Approach	Perform	1	0	0	Not Started
Precision Approach (Coupled)	Perform	1	0	0	Not Started
Missed Approach	Perform	1	0	0	Not Started
Holding Procedures	Perform	1	0	0	Not Started
Partial Panel Approach	Perform	1	0	0	Not Started
Landing from an Instrument Approach	Perform	1	0	0	Not Started
After Landing, Parking and Securing	Perform	1	0	0	Not Started
Simulated CAPS Deployment	Perform	1	0	0	Not Started
Logbook					
LOG ID					95557
DATE					May 27, 2022
MAKE					
MODEL					
ID					NOTES
TO					
FROM					
TOTAL FLT					0.0
TOTAL SIM					0
TOTAL GND					0
INSTRUCTOR					MICAH CLAUSSEN

REMARKS

In his two weeks in Florida, Chris has received a total of 9 1/2 days of instruction, and a total of 23.9 hours of flight instruction. See previous lesson remarks in transition and company training for details.



Chris Jensen

In Progress

Enrollment Status	Lesson Types		Assessments		Logbook	Hrs
Start:	Self-Study	0/9	Flight	2/9	Flight	1.8
May 25, 2022	Ground	0/1	Ground	1/1	Ground	6
Completion:	Flight	3/9			SIM	0
Not Completed	Total	3/19	Total	3/10	Total	7.8

Course Intro

Welcome To Your Cirrus Training	Self Study	Not Started
Syllabus Overview	Rich Text	Not Started
Review 2021 CSIP Agreement	Rich Text	Not Started

Self Study

Systems	Self Study	In Progress
Primary Flight Controls	Video	Not Started
Secondary Flight Controls	Video	Not Started
Flight Controls & Trim: Controls, Operation, and Indications	Video	Not Started
Flight Controls & Trim: Abnormals	Video	Not Started
Flight Controls & Trim: Limitations	Video	Not Started
Flight Controls & Trim: Preflight	Video	Not Started
Engine: Your Engine	Video	Not Started
Engine: Reciprocating Engines	Video	Not Started
Engine: Induction System	Video	Not Started
Engine: Turbochargers	Video	Completed
Engine: Ignition System	Video	Not Started
Engine: Oil System	Video	Not Started
Engine: Controls and Operation	Video	Not Started
Engine: Indications and Limitations	Video	Not Started
Engine: Abnormals	Video	Not Started
Engine: Abnormals SR22T	Video	Not Started
Engine: Preflight	Video	Not Started
Propeller: Components	Video	Not Started

Propeller: Preflight	Video	Not Started
Landing Gear, Hydraulics, & Brakes: Components	Video	Not Started
Landing Gear, Hydraulics, & Brakes: Controls & Operation	Video	Not Started
Landing Gear, Hydraulics, & Brakes: Abnormals	Video	Not Started
Landing Gear, Hydraulics, and Brakes: Preflight	Video	Not Started
Environmental System: Components	Video	Not Started
Environmental System: Air Conditioning	Video	Not Started
Environmental System: Controls, Operation, and Limitations	Video	Not Started
Environmental System: Abnormals	Video	Not Started
Fuel System: Components	Video	Not Started
Fuel System: Controls & Operation	Video	Not Started
Fuel System: Indications	Video	Completed
Fuel System: Abnormals	Video	Not Started
Fuel System: Limitations	Video	Not Started
Fuel System: Preflight	Video	Not Started
Electrical System: Components & Limitations	Video	Completed
Electrical System: Distribution	Video	Completed
Electrical System: Controls & Operation	Video	Completed
Electrical System: Indications	Video	Completed
Electrical System: Abnormals	Video	Completed
Electrical System: Preflight	Video	Completed
Oxygen System: Components	Video	Completed
Oxygen System: Controls, Operation, & Indications	Video	Not Started
Oxygen System: Abnormals	Video	Not Started
Oxygen System: Limitations & Regulations	Video	Not Started
Oxygen System: Preflight	Video	Not Started
Oxygen System: Portable Systems	Video	Not Started

CAPS	Self Study	In Progress
CAPS: Your Ultimate Backup	Video	Completed
CAPS: ADM	Video	Completed
Greg Huntley's Story	Video	Completed
Mayday Over the Pacific	Video	Completed
CAPS: Components	Video	Completed

CAPS: Post-Deployment	Video	Completed
CAPS: Preflight	Video	Completed
CAPS: Would You Pull?	Video	Not Started
Avionics Familiarization	Self Study	Not Started
Welcome to Your Avionics [1.1]	Video	Not Started
Perspective Avionics Pilot's Guide	Document	Not Started
Perspective+ Avionics Pilot's Guide	Document	Not Started
Hello Cockpit [2.1]	Video	Not Started
Behind the Screens [2.2]	Video	Not Started
Putting it All Together [2.3]	Video	Not Started
PFD Layout [3.1]	Video	Not Started
Getting To Know Your PFD [3.2]	Video	Not Started
Alerts and Messages [3.3]	Video	Not Started
Synthetic Vision Technology (SVT) [3.4]	Video	Not Started
Surface Watch [3.5]	Video	Not Started
MFD Layout [4.1]	Video	Not Started
Engine Indication System (EIS) [4.2]	Video	Not Started
Home Page [4.3]	Video	Not Started
Chapters and Pages [4.4]	Video	Not Started
The FMS [5.1]	Video	Not Started
Putting Your FMS to Work [5.2]	Video	Not Started
The AFCS [6.1]	Video	Not Started
AFCS Panel [6.2]	Video	Not Started
AFCS Status Box [6.3]	Video	Not Started
Limitations [6.4]	Video	Not Started
Disengaging The Autopilot [6.6]	Video	Not Started
AFCS Panel - Preflight	Video	Not Started
Engaging The Autopilot [6.7]	Video	Not Started
Climbing and Descending [6.8]	Video	Not Started
Intercepting a Course [6.9]	Video	Not Started
Go-Around/Missed Approach [6.10]	Video	Not Started
Underspeed Protection (USP) [6.11]	Video	Not Started
Electronic Stability and Protection (ESP) [6.12]	Video	Not Started

Aircraft Audio [7.2]	Video	Not Started
Intercoms [7.3]	Video	Not Started
3D Audio [7.4]	Video	Not Started
Audio Distribution [7.5]	Video	Not Started
Bluetooth Pairing and Control [7.6]	Video	Not Started
Volume and Manual Squelch [7.7]	Video	Not Started
The Standby Instruments [8.1]	Video	Not Started
Analog Standby Instruments [8.2]	Video	Not Started
Standby Attitude Module (SAM) [8.3]	Video	Not Started
Database Management [9.1]	Video	Not Started
Updating with an SD Card - Perspective+ [9.2]	Video	Not Started
Wireless Updating - Perspective+ [9.3]	Video	Not Started
Flight Stream 510 - Perspective+ [10.1]	Video	Not Started
Pairing Up - Perspective+ [10.2]	Video	Not Started
Connected Cockpit - Perspective+ [10.3]	Video	Not Started
Hands-On With Your Avionics [11.1]	Video	Not Started
Power-Up [11.2]	Video	Not Started
Set-Up [11.3]	Video	Not Started
Taxi to Takeoff [11.4]	Video	Not Started
Climb and Cruise [11.5]	Video	Not Started
Arrival [11.6]	Video	Not Started
Takeaway [11.7]	Video	Not Started
Avionics Abnormalities [12.1]	Video	Not Started
Electrical Failures [12.2]	Video	Not Started
Display Failures [12.3]	Video	Not Started
Component Failures [12.4]	Video	Not Started
ADC Failures [12.5]	Video	Not Started
AHRS Failures [12.6]	Video	Not Started
Comparator Messages [12.7]	Video	Not Started
IAU Failures [12.8]	Video	Not Started
Takeoffs and Landings		Not Started
Essential Elements: Runway Selection	Video	Not Started
Essential Elements: Knoxville to Gainesville	Video	Not Started

Essential Elements: TOLD Charts	Video	Not Started
Essential Elements: Gathering TOLD Data	Video	Not Started
Essential Elements: Calculating TOLD	Video	Not Started
Essential Elements: Runway Incursions	Video	Not Started
Essential Elements: Ground Effect	Video	Not Started
Essential Elements: Wake Turbulence	Video	Not Started
Essential Elements: Adverse Winds	Video	Not Started
Essential Elements: Takeoff Briefing	Video	Not Started
Traffic Pattern: Parts of a Traffic Pattern	Video	Not Started
Traffic Pattern: Entering/Exiting the Traffic Pattern	Video	Not Started
Traffic Pattern: Non-Standard Traffic Pattern	Video	Not Started
Traffic Pattern: Pattern at Jackson County (1A7)	Video	Not Started
Stabilized Approach: Energy Management	Video	Not Started
Stabilized Approach: Runway Illusions	Video	Not Started
Stabilized Approach: Flying a Stabilized Approach	Video	Not Started
Stabilized Approach: The Go-Around/Rejected Landing	Video	Not Started
Stabilized Approach: Go-Around Demo	Video	Not Started
Faulty Approach: Faulty Approaches	Video	Not Started
Faulty Approach: Energy Management Errors	Video	Not Started
Faulty Approach: Visual Cue Errors	Video	Not Started
Faulty Approach: Technique Errors	Video	Not Started
Normal Takeoffs and Landings: Normal Takeoffs and Landings	Video	Not Started
Normal Takeoffs and Landings: Takeoff and Climb	Video	Not Started
Normal Takeoffs and Landings: Approach and Landing	Video	Not Started
Normal Takeoffs and Landings: Once Around the Pattern	Video	Not Started
Crosswinds and Slips: Slips	Video	Not Started
Crosswinds and Slips: Crosswind Takeoff	Video	Not Started
Crosswinds and Slips: Crosswind Landing	Video	Not Started
Crosswinds and Slips: Crosswind Takeoff and Landing Demo	Video	Not Started
Short-Field Takeoff and Landing: The Short Field	Video	Not Started
Short-Field Takeoff and Landing: Performance Considerations	Video	Not Started
Short-Field Takeoff and Landing: Takeoff and Climb	Video	Not Started
Short-Field Takeoff and Landing: Approach and Landing	Video	Not Started

Soft/Rough-Field Takeoff and Landing: Takeoff and Climb	Video	Not Started
Soft/Rough-Field Takeoff and Landing: Approach and Landing	Video	Not Started
Soft/Rough-Field Takeoff and Landing: Once Around the Pattern	Video	Not Started
Abnormal/Emergency: Takeoff Emergencies	Video	Not Started
Abnormal/Emergency: Partial/No-Flap Landings	Video	Not Started
Abnormal/Emergency: Power-Off Landing	Video	Not Started
Abnormal/Emergency: Power-Off Landing Demo	Video	Not Started
Night Operations: Night Flying	Video	Not Started
Night Operations: Night Takeoff and Climb	Video	Not Started
Night Operations: Night Approach and Landing	Video	Not Started

SR Series Maneuvers Course	Self Study	Not Started
Welcome to the SR Series Maneuvers Course	Video	Not Started
In the Practice Area	Video	Not Started
Trim it Up	Video	Not Started
The Aero Demo	Video	Not Started
Aero Demo...Demo	Video	Not Started
Backside of the Curve	Video	Not Started
Flight, Slowly	Video	Not Started
Slow Flight Demo	Video	Not Started
Stop Stalling	Video	Not Started
Power-Off Stalls	Video	Not Started
Power-Off Stall Demo	Video	Not Started
Power-On Stalls	Video	Not Started
Power-On Stall Demo	Video	Not Started
Forces in a Turn	Video	Not Started
Turning Steeply	Video	Not Started
Steep Turns Demo	Video	Not Started
Warming Up	Video	Not Started
Rectangular Course	Video	Not Started
Rectangular Course Demo	Video	Not Started
Turns Around a Point	Video	Not Started
Turns Around a Point Demo	Video	Not Started
S-Turns	Video	Not Started

Straight & Level	Video	Not Started
Level Turns	Video	Not Started
Climbs and Descents	Video	Not Started
Find Your Way Out	Video	Not Started
Flight Into IMC Demo	Video	Not Started
Recovery From Unusual Attitudes	Video	Not Started
Unusual Attitude Recovery Demo	Video	Not Started
Get Down...Now!	Video	Not Started
Emergency Descent Demo	Video	Not Started

Instrument Procedures	Self Study	Not Started
Receive an IFR Clearance	Video	Not Started
IFR Loading a Departure Procedure	Video	Not Started
IFR Takeoff Briefing	Video	Not Started
IFR Takeoff & Climb	Video	Not Started
Loading an Airway	Video	Not Started
Holding	Video	Not Started
Flying a STAR	Video	Not Started
Instrument Approach Overview	Video	Not Started
ILS Approach	Video	Not Started
GPS Approach	Video	Not Started
VOR Approach	Video	Not Started
Missed Approach	Video	Not Started
Precision Approach Procedure Training	Interactive	Not Started
Non-Precision Approach Procedure Trainer	Interactive	Not Started
Missed Approach Procedure Trainer	Interactive	Not Started

Engine Management	Self Study	Not Started
Engine Break-In	Video	Not Started
Hot Start	Video	Not Started
LOP vs ROP	Video	Not Started
Climb	Video	Not Started
Cruise, Normally Aspirated Engines	Video	Not Started
Cruise, Turbo-Charged Engines	Video	Not Started

SR20 POH (Equipped w/Perspective+ Avionics)	Document	Not Started
SR20 POH (Equipped w/Perspective Avionics)	Document	Not Started
SR22 POH (Equipped w/Perspective+ Avionics)	Document	Not Started
SR22 POH (Equipped w/Perspective Avionics)	Document	Not Started
SR22T POH (Equipped w/Perspective+ Avionics)	Document	Not Started
SR22T POH - 3600 Pound Takeoff Weight (Equipped w/Perspective Avionics)	Document	Not Started
SR22T POH (Equipped w/Perspective Avionics)	Document	Not Started
Tornado Alley Turbonormalizing System POH Supplement	Document	Not Started

Transition

Lesson 1	Ground	In Progress
CAPS Ground Briefing	Document	Not Started
CAPS Deployment Procedure Trainer	Interactive	Not Started
Lesson 1 Instructor Assessment	Ground Assessment	Completed

Tasks					
Task	Type	Required	Passed	Missed	Status
Course Briefing	Practice	1	1	0	Completed
Electrical System	Practice	1	1	0	Completed
Powerplant System	Practice	1	1	0	Completed
Fuel System	Practice	1	1	0	Completed
Cirrus Airframe Parachute System	Practice	1	1	0	Completed
Flight Deck Orientation	Practice	1	1	0	Completed

Logbook					
LOG ID	98089				
DATE	Jun 27, 2022				
MAKE					
MODEL					
ID					
TO					
FROM					
TOTAL FLT	0.0				
TOTAL SIM	0				
TOTAL GND	6				
INSTRUCTOR	ANDREW SIPERLY				

Lesson 2	Flight	Completed
Lesson 2 Instructor Assessment	Flight Assessment	In Progress

Tasks					
-------	--	--	--	--	--

Aircraft Performance	Practice	1	1	0	Completed
Preflight Assessment	Practice	1	1	0	Completed
Engine Start	Practice	1	1	0	Completed
Taxiing	Practice	1	1	0	Completed
Before Takeoff Check	Practice	1	1	0	Completed
Normal Takeoff	Practice	1	1	0	Completed
Enroute Climb	Practice	1	1	0	Completed
Cruise	Practice	1	1	0	Completed
Slow Flight	Practice	1	1	0	Completed
Power-Off Stalls	Practice	1	1	0	Completed
Power-On Stall	Practice	1	1	0	Completed
Steep Turn	Practice	1	1	0	Completed
Unusual Flight Attitudes	Practice	1	1	0	Completed
Descent	Practice	1	1	0	Completed
Traffic Pattern	Practice	1	1	0	Completed
Normal Landing	Practice	1	1	0	Completed
After Landing, Parking and Securing	Practice	1	1	0	Completed
Simulated CAPS Deployment	Perform	1	1	0	Completed

Logbook	
LOG ID	98090
DATE	Jun 28, 2022
MAKE	SR22 G6
MODEL	SR22 G6
ID	N586CF
TO	TYS
FROM	TYS
TOTAL FLT	1.8
TOTAL SIM	0
TOTAL GND	0
INSTRUCTOR	ANDREW SIPERLY

Lesson 3

Flight

Completed

Lesson 3 Instructor Assessment	Flight Assessment				Completed
Tasks					
Task	Type	Required	Passed	Missed	Status
Aircraft Weight and Balance	Practice	1	1	0	Completed
Aircraft Performance	Practice	1	1	0	Completed
Preflight Assessment	Practice	1	1	0	Completed
Engine Start	Practice	1	1	0	Completed
Taxiing	Practice	1	1	0	Completed
Before Takeoff Check	Practice	1	1	0	Completed

Cruise	Practice	1	1	0	Completed
Slow Flight	Perform	1	1	0	Completed
Power-Off Stalls	Perform	1	1	0	Completed
Power-On Stall	Perform	1	1	0	Completed
Steep Turn	Perform	1	1	0	Completed
Unusual Flight Attitudes	Perform	1	1	0	Completed
Short-Field Takeoff	Practice	1	1	0	Completed
Short-Field Landing	Practice	1	1	0	Completed
Flaps 50% or 0% Landing	Practice	1	1	0	Completed
Go-Around	Practice	1	1	0	Completed
Descent	Practice	1	1	0	Completed
Traffic Pattern	Practice	1	1	0	Completed
Normal Landing	Practice	1	1	0	Completed
After Landing, Parking and Securing	Practice	1	1	0	Completed
Simulated CAPS Deployment	Perform	1	1	0	Completed
Logbook					
LOG ID	98091				
DATE	Jun 28, 2022				
MAKE					
MODEL					
ID					
TO					
FROM					
TOTAL FLT	0.0				
TOTAL SIM	0				
TOTAL GND	0				
INSTRUCTOR	ANDREW SIPERLY				
REMARKS					
See lesson 2					

Lesson 4	Flight				Completed
Lesson 4 Instructor Assessment	Flight Assessment				Completed
Tasks					
Task	Type	Required	Passed	Missed	Status
Aircraft Weight and Balance	Practice	1	1	0	Completed
Aircraft Performance	Practice	1	1	0	Completed
Preflight Assessment	Practice	1	1	0	Completed
Engine Start	Practice	1	1	0	Completed
Taxiing	Practice	1	1	0	Completed
Before Takeoff Check	Practice	1	1	0	Completed
Normal Takeoff	Practice	1	1	0	Completed
Emergency Climb	Practice	1	1	0	Completed

Descent	Practice	1	1	0	Completed
Traffic Pattern	Practice	1	1	0	Completed
Normal Landing	Practice	1	1	0	Completed
Short-Field Takeoff	Practice	1	1	0	Completed
Short-Field Landing	Practice	1	1	0	Completed
Flaps 50% or 0% Landing	Practice	1	1	0	Completed
Go-Around	Practice	1	1	0	Completed
After Landing, Parking and Securing	Practice	1	1	0	Completed
Simulated CAPS Deployment	Perform	1	1	0	Completed
Logbook					
LOG ID	98092				
DATE	Jun 28, 2022				
MAKE					
MODEL					
ID					
TO					
FROM					
TOTAL FLT	0.0				
TOTAL SIM	0				
TOTAL GND	0				
INSTRUCTOR	ANDREW SIPERLY				
REMARKS					
See lesson 2					

Lesson 5

Flight

Not Started

Lesson 5 Instructor Assessment	Flight Assessment				In Progress
Tasks					
Task	Type	Required	Passed	Missed	Status
Aircraft Weight and Balance	Practice	1	1	0	Completed
Preflight Assessment	Practice	1	1	0	Completed
Engine Start	Practice	1	1	0	Completed
Taxiing	Practice	1	1	0	Completed
Before Takeoff Check	Practice	1	1	0	Completed
Normal Takeoff	Practice	1	1	0	Completed
Enroute Climb	Practice	1	1	0	Completed
Cruise	Practice	1	1	0	Completed
Engine Malfunction	Practice	1	1	0	Completed
Power-Off 180° Landing	Practice	1	1	0	Completed
Descent	Practice	1	1	0	Completed
Traffic Pattern	Practice	1	1	0	Completed
Normal Landing	Practice	1	1	0	Completed

Flaps 50% or 0% Landing	Practice	1	1	0	Completed
Go-Around	Practice	1	1	0	Completed
After Landing, Parking and Securing	Practice	1	1	0	Completed
Simulated CAPS Deployment	Perform	1	1	0	Completed

Lesson 6

Flight

Not Started

Lesson 6 Instructor Assessment	Flight Assessment				In Progress
Tasks					
Task	Type	Required	Passed	Missed	Status
Aircraft Weight and Balance	Perform	1	0	0	Not Started
Aircraft Performance	Perform	1	0	0	Not Started
Preflight Assessment	Perform	1	0	0	Not Started
Engine Start	Perform	1	0	0	Not Started
Taxiing	Perform	1	0	0	Not Started
Before Takeoff Check	Perform	1	0	0	Not Started
Normal Takeoff	Perform	1	0	0	Not Started
Enroute Climb	Perform	1	0	0	Not Started
Cruise	Perform	1	0	0	Not Started
Electrical Malfunction	Perform	1	0	0	Not Started
Engine Malfunction	Perform	1	0	0	Not Started
Descent	Perform	1	0	0	Not Started
Traffic Pattern	Perform	1	0	0	Not Started
Normal Landing	Perform	1	0	0	Not Started
Short-Field Takeoff	Perform	1	0	0	Not Started
Short-Field Landing	Perform	1	0	0	Not Started
Flaps 50% or 0% Landing	Perform	1	0	0	Not Started
Open Door Landing	Perform	1	0	0	Not Started
After Landing, Parking and Securing	Perform	1	0	0	Not Started
Simulated CAPS Deployment	Perform	1	0	0	Not Started

Advanced

Lesson 7

Flight

Not Started

Lesson 7 Instructor Assessment	Flight Assessment				In Progress
Tasks					
Task	Type	Required	Passed	Missed	Status
Aircraft Weight and Balance	Practice	1	0	0	Not Started
Aircraft Performance	Practice	1	0	0	Not Started
Preflight Assessment	Practice	1	0	0	Not Started
Engine Start	Practice	1	0	0	Not Started
Taxiing	Practice	1	0	0	Not Started
Before Takeoff Check	Practice	1	0	0	Not Started
Normal Takeoff	Practice	1	0	0	Not Started

Descent	Practice	1	0	0	Not Started
Intercepting and Tracking Nav Systems and Arcs	Practice	1	0	0	Not Started
Precision Approach (Coupled)	Practice	1	0	0	Not Started
Precision Approach (Hand-Flown)	Practice	1	0	0	Not Started
Missed Approach	Practice	1	0	0	Not Started
Holding Procedures	Practice	1	0	0	Not Started
Landing from an Instrument Approach	Practice	1	0	0	Not Started
After Landing, Parking and Securing	Practice	1	0	0	Not Started
Simulated CAPS Deployment	Perform	1	0	0	Not Started

Lesson 8

Flight

Not Started

Lesson 8 Instructor Assessment	Flight Assessment				In Progress
Tasks					
Task	Type	Required	Passed	Missed	Status
Aircraft Weight and Balance	Practice	1	0	0	Not Started
Aircraft Performance	Practice	1	0	0	Not Started
Preflight Assessment	Practice	1	0	0	Not Started
Engine Start	Practice	1	0	0	Not Started
Taxiing	Practice	1	0	0	Not Started
Before Takeoff Check	Practice	1	0	0	Not Started
Normal Takeoff	Practice	1	0	0	Not Started
Enroute Climb	Practice	1	0	0	Not Started
Cruise	Practice	1	0	0	Not Started
Descent	Practice	1	0	0	Not Started
Intercepting and Tracking Nav Systems and Arcs	Practice	1	0	0	Not Started
Non-Precision Approach (Coupled)	Practice	1	0	0	Not Started
Non-Precision Approach (Hand-Flown)	Practice	1	0	0	Not Started
Circling Approach	Practice	1	0	0	Not Started
Landing from an Instrument Approach	Practice	1	0	0	Not Started
After Landing, Parking and Securing	Practice	1	0	0	Not Started
Simulated CAPS Deployment	Perform	1	0	0	Not Started

Lesson 9

Flight

Not Started

Lesson 9 Instructor Assessment	Flight Assessment				In Progress
Tasks					
Task	Type	Required	Passed	Missed	Status
Aircraft Weight and Balance	Practice	1	0	0	Not Started
Aircraft Performance	Practice	1	0	0	Not Started
Preflight Assessment	Practice	1	0	0	Not Started
Engine Start	Practice	1	0	0	Not Started
Taxiing	Practice	1	0	0	Not Started
Before Takeoff Check	Practice	1	0	0	Not Started

Cruise	Practice	1	0	0	Not Started
PFD Malfunction (Display, ADC, or AHRS failure)	Practice	1	0	0	Not Started
Descent	Practice	1	0	0	Not Started
Intercepting and Tracking Nav Systems and Arcs	Practice	1	0	0	Not Started
Partial Panel Approach	Practice	1	0	0	Not Started
Landing from an Instrument Approach	Practice	1	0	0	Not Started
After Landing, Parking and Securing	Practice	1	0	0	Not Started
Simulated CAPS Deployment	Perform	1	0	0	Not Started

Lesson 10 - CSIP Edition	Flight				Not Started
Lesson 10 Instructor Assessment	Flight Assessment				In Progress
Tasks					
Task	Type	Required	Passed	Missed	Status
Aircraft Weight and Balance	Perform	1	0	0	Not Started
Aircraft Performance	Perform	1	0	0	Not Started
Preflight Assessment	Perform	1	0	0	Not Started
Engine Start	Perform	1	0	0	Not Started
Taxiing	Perform	1	0	0	Not Started
Before Takeoff Check	Perform	1	0	0	Not Started
Normal Takeoff	Perform	1	0	0	Not Started
Enroute Climb	Perform	1	0	0	Not Started
Cruise	Perform	1	0	0	Not Started
PFD Malfunction (Display, ADC, or AHRS failure)	Perform	1	0	0	Not Started
Unusual Flight Attitudes	Perform	1	0	0	Not Started
Descent	Perform	1	0	0	Not Started
Intercepting and Tracking Nav Systems and Arcs	Perform	1	0	0	Not Started
Non-Precision Approach (Hand-Flown)	Perform	1	0	0	Not Started
Circling Approach	Perform	1	0	0	Not Started
Precision Approach (Coupled)	Perform	1	0	0	Not Started
Missed Approach	Perform	1	0	0	Not Started
Holding Procedures	Perform	1	0	0	Not Started
Partial Panel Approach	Perform	1	0	0	Not Started
Landing from an Instrument Approach	Perform	1	0	0	Not Started
After Landing, Parking and Securing	Perform	1	0	0	Not Started
Simulated CAPS Deployment	Perform	1	0	0	Not Started
Sign CSIP Agreement	Rich Text				Not Started