



Excerpts

Hospital Wing Flight Training Records

ERA14FA010

TAB A

PILOT TRAINING

QUALIFICATION SUMMARY

&

CURRENT GROUND TRAINING

Name SMITH, CHARLES Date of Hire 10-22-12

[illegible]

CODE: I = Initial R = Recurrent T = Transition U = Upgrade D = Difference
6mo = 6 months CK = Check Airman IP = Instructor Pilot
GI = Ground Instructor

HOSPITAL WING

RECORD OF GROUND TRAINING

PILOT NAME CHARLIE SMITH Certificate # 2677203 Medical 11/22/2011 ZNA

CTS/ORAL TEST

Date Training Complete

Hours of Training

1. **BASIC INDOCTRINATION**

Training Manual Chapter 2-Initial: 16HR / Recurrent: 6HR

10/31/2012

[REDACTED]

2. **EMERGENCY TRAINING**

Training Manual Chapter 3-Initial: 6HR / Recurrent: 3HR

10/31/2012

[REDACTED]

3. **HELICOPTER GROUND TRAINING**

Training Manual Chapter 5-Initial: 16HR / Recurrent: 4HR

10/31/2012

[REDACTED]

4. **EAP TRAINING**

Must be completed by authorized Instructor 1 HR

10/24/2012

[REDACTED]

REVIEW OF AIRCRAFT

- ☒ Systems
- ☒ Limitation
- ☒ Emergency Procedures
- ☒ Difference Training
- ☒ Policies and Procedures
- ☒ Recurring Problem Areas

SIMULATOR TRAINING

- ☒ Review Emergency Procedures
- ☒ Basic Instrument Training and Review
- ☒ Inadvertent IMC Training

A. ADM and IMC Day and Night Scene Flight

Instructor Signature

[REDACTED]

Date:

10/31/2012

TAB C

INITIAL GROUND TRAINING

EC130B4 Difference Training

PILOT [REDACTED] INSTRUCTOR [REDACTED] DATE 6/11/2013

GROUND 7.0 FLIGHT 1.7

1. RFM Difference

SECTION 1 GENGERAL

Dimensions

Fenestron

SECTION 2 LIMITATION

Falling Snow

Slope Limitation

Weight & Balance

SECTION 3 EMERGENCY

Vy 70kts -1kt per 1000 ft

Tail Rotor Control Failure

Hydraulic Failure

SECTION 4 NORMAL

Preflight

Lights and Internal lights

IBF- filter

SECTION 5 PROFORMANCE

SECTION 6 WEIGHT AND BALANCE

2. GARMIN 500H

NORMAL

MFD

PDF

WEATHER

TRAFIC

HTAWS

EMERGENCY

LIMITATION

3. HELISAS AUTO PILOT

NORMAL

SAS

VRT

NAV

ALT

EMERGENCY

LIMITATION

MEMPHIS MEDICAL CENTER AIR AMBULANCE SERVICE, INC.
Flight Operations
Daily Attendance Log

INSTRUCTIONS: This form is to be used to record attendance at all classroom sessions and other training sessions conducted with groups. This form is no part of the individual's training record nor does it constitute a record of satisfactory course or subject completion. This form is used for administrative control purposes only.

6/7/2013
DATE

RECUARAWT/AIFF ECBO
COURSE

STUDENT		STUDENT	
Last Name, First Name, Initial	HRS	Last Name, First Name, Initial	
Signature		Signature	
BUTORA, John A.	7	Zollinger, Bryan William	
FRANKLIN, Gregg S. (FAA)	8	Robinson, Hunter	
JONES, Michael D.	7		
Marty R. Hastings	7		
Marty Hoffman	7		
Smith, Charles D.	7		
CONWAY, William T.	7		

INSTRUCTOR

Last Name, First Name, Initial	HRS	SUBJECTS
CHILDRESS, DAVID W.	7	RECUARAWT AND ECBOBY DIFFERENTIAL TRAINING.



Certificate of Achievement

This is to Certify that

Charles Dwayne Smith

has completed the

Initial Pilot Flight and Ground Training Required in the

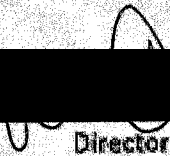
AS350 B3

Training Course conducted at Memphis Medical Center Air Ambulance Service, Inc

On this the 31 day of OCTOBER 2012



Instructor




Director of Operations



Chief Pilot



Hospital Wing 1 AND 4 Difference Training

Date- 11-07-2012

Ariel 2B1 Engine

✓

Avidyne EX500

✓

King KI825 indicator

✓

Garmin 430 with Terrain and TIS

✓

Total Training Time 1.0 Ground

Pilot

[Redacted Signature]

Instructor-

[Redacted Signature]

Difference Training Wing 6

1. Dual Hydraulic System.
 - a. System description. ✓
 - b. Limitations. ✓
 - c. Emergency. ✓
 - d. Review of checklist. ✓
 - c. Weight and Balance. ✓
2. Garmin 430W/530W/~~496~~
 - a. LPV ✓
 - b. ~~LNAN~~/VNAV *N/A*
 - c. LNAV+V
3. Avidyne Traffic Advisory System. ✓
4. Garmin HTAWS ✓
5. Litter System
6. Aspen EFIS ✓

Ground training 1.0 Date 11-5-2012

Flight Training .3 Date 11-5-2012

Pilot [REDACTED]

Instructor [REDACTED]

Difference Training Wing 7

1. Garmin 430W/530W/~~496~~

a. LPV

~~b. LNAV/VNAV~~

c. LNAV+V

2. Avidyne Traffic Advisory System.

3. Garmin HTAWS

4. Litter System

5. Aspen EFIS Completed.

6. Governor Training 2B Engine N/A.

Ground training 1.5 Date 11/1/2012

Flight Training 0.8 Date 11/1/2012

Pilot [REDACTED]

Instructor [REDACTED]

HOSPITAL WING

DATE: 08/25/2004, REVISION: ORIGINAL

APPENDIX: A, PAGE: A-12

TRAINING MANUAL

HOSPITAL WING

Record of Emergency Training- Form ROT-3 (08/25/2004)

This is to certify that CHARLES SMITH has received the Emergency Training as described below prior to serving or continuing to serve as PIC under Air Carrier Certificate No. JPA-292F. This training required by 135.329, 135.331, 135.351 included the following applicable areas.

Type of Training: ☒ Initial ☐ Recurrent ☐ Requalification

Aircraft:

SUBJECT	Date When Completed	Hours of Training Conducted	Instructor Completion Code (See 2. below)
EMERGENCY SITUATION TRAINING			
Pilot Duties and Responsibilities	10-23-12	2.0	S
Pilot Communications	10-23-12	.5	S
Company Aircraft Fires	10-23-12	.5	S
First Aid Equipment	10-22-12	.5	S
Illness, Injury and Basic First Aid	10-22-12	.5	S
Ditching	NA		
Basic Survival	10-22-12	.5	S
Ground Evacuation	10-25-12	.3	S
Previous Aircraft Accidents/Incidents	10-25-12	1.0	S
Pilot Incapacitation	10-22-12	.5	S
EMERGENCY DRILL TRAINING			
Handheld Fire Extinguishers	11/1/2012	2.0	S
Emergency Exits			S
Life Vests (As applicable)			

1. Instructors place a S, U, or NA in the block for each event. S means trainee satisfactory completed event, U means trainee did not meet minimum standards in completing the event, NA means trainee did not attempt event.

2. Each instructor who is responsible for a particular ground training subject, segment of flight training, course of training, flight evaluation, or competence evaluation, certifies the proficiency and knowledge of the individual concerned upon completion of that training or evaluation. That certification shall be made a part of the trainee's record.

3. Training subjects that apply to more than one pilot position satisfactorily completed during previous training for another pilot position, need not be repeated during subsequent training other than recurrent training.

4. RECORD COMMENTS BELOW OR ON REVERSE SIDE OF THIS PAGE.

Training Hours Given 6.0 Date: 10/31/2012

Exam Score Prior to Correcting to 100% 100%

Instructor Signature: [Signature]

HOSPITAL WING

DATE: 08/25/2004, REVISION: ORIGINAL

APPENDIX: A, PAGE: A-11

TRAINING MANUAL

HOSPITAL WING

Record of Aircraft Ground Training- Form TR-2 (08/25/2004)

This is to certify that CHARLIE SWIFT has received the training as described below prior to serving or continuing to serve as PIC under Air Carrier Certificate No. DPBA 298P. This training required by 135.341, 135.343, 135.345, 135.347, 135.351 included the following applicable areas. Type of Training: ☒ Initial ☐ Recurrent ☐ Requalification Aircraft:

MODULE	Date When Completed	Instructor Completion Code (See 2. below)
FLIGHT LOCATING	10-31-12	S
WEIGHT & BALANCE	10-24-12	S-
ADVERSE WEATHER	10-24-12	S-
COMMUNICATION & NAVIGATION EQUIPMENT	10-24-12	S-
RFM	10-25-12	S-
FLIGHT PLANNING	10-23-12	S-
AIRCRAFT GENERAL	10-23-12	S-
POWERPLANT	10-23-12	S-
FUEL SYSTEM	10-22-12	S-
ELECTRICAL	10-22-12	S-
LIGHTING	10-23-12	S-
MASTER WARNING SYSTEM	10-23-12	S-
PARAMETER MANAGEMENT & DISPLAY		
ROTOR AND TRANSMISSION SYSTEMS	10-23-12	S-
TAIL ROTOR	10-23-12	S-
FLIGHT CONTROLS	10-23-12	S-
HYDRAULIC SYSTEMS	10-23-12	S-
PITOT STATIC	10-22-	S-
HEATING AND DEMISTING SYSTEMS	10-22-12	S-
AVIONICS	10-24-12	S-
FIRE PROTECTION	10-22-12	S-
KITS AND ACCESSORIES	10-25-12	S-
PREFLIGHT	10-23-12	S-
LIMITATIONS	10-24-12	S-
REVIEW	10-31-12	S-
SYSTEMS INTEGRATION	10-31-12	S-
INADVERTENT ENCOUNTER WITH IMC CONDITIONS	10-24-12	S-

1. Instructors place a S, U, or NA in the block for each event. S means trainee satisfactorily completed event, U means trainee did not meet minimum standards in completing the event, NA means trainee did not attempt event.

2. Each instructor who is responsible for a particular ground training subject, segment of flight training, course of training, flight evaluation, or competence evaluation, certifies the proficiency and knowledge of the individual concerned upon completion of that training or evaluation. That certification shall be made a part of the trainee's record.

3. Training subjects that apply to more than one pilot position satisfactorily completed during previous training for another pilot position, need not be repeated during subsequent training other than recurrent training.

4. RECORD COMMENTS BELOW OR ON REVERSE SIDE OF THIS PAGE.

Training Hours Given 25 Date: 10/31/2012

Exam Score Prior to Correcting to 100% 95

Instructor Signature: [Signature]

HOSPITAL WING

DATE: 08/25/2004, REVISION: ORIGINAL
APPENDIX: A, PAGE: A-10

TRAINING MANUAL

HOSPITAL WING

Record of Basic Indoctrination Training- Form ROT-1 (08/25/2004)

This is to certify that CAROL SWITH has received the Basic Indoctrination Training required by 135.329, 135.333, 135.345, 135.351 prior to serving or continuing to serve as PIC under Air Carrier Certificate No.

JABA 299 F. This training included but was not necessarily limited to the applicable areas indicated.

Type of Training: ☒ Initial New Hire ☐ Recurrent ☐ Requalification

MODULE	Date When Completed	Hours of Training Conducted	Instructor Completion Code (See 2. below)
OPERATOR SPECIFIC MODULES			
Duties and Responsibilities	10-22-12	5.0	S
Federal Aviation Regulations			
Air Carrier Certificate, Operations Specifications, Operations Manual			
Employee Assistance Program			
AIRMAN SPECIFIC MODULES			
Flight Control	STS + ORCA 10-22-12	15.0	S
Weight and Balance			
Aircraft Performance, AFM			
Meteorology, Adverse Weather			
Navigation			
Charting & Flight Planning			
Airspace and ATC Procedures			
Reduced Visibility Operations			
Single Pilot Operations			
Operations at Non-Towered Sites			
Operations in Uncontrolled Airspace			
Ground Deicing			
Pretakeoff Contamination Checks			
Non-Carriage of Hazardous Materials			
Aircraft Abnormalities			
Manuals & Publications			
Security Training			

1. Instructors place a S, U, or NA in the block for each event. S means trainee satisfactory completed event, U means trainee did not meet minimum standards in completing the event, NA means trainee did not attempt event.
2. Each instructor who is responsible for a particular ground training subject, segment of flight training, or course of training, certifies the proficiency and knowledge of the individual concerned upon completion of that training. That certification shall be made a part of the trainee's record.
3. Training subjects that apply to more than one pilot position satisfactorily completed during previous training for another pilot position, need not be repeated during subsequent training other than recurrent training.
4. RECORD COMMENTS BELOW OR ON REVERSE SIDE OF THIS PAGE.

Training Hours Given 20.0 Date: 10/31/2012
Exam Score Prior to Correcting to 100% 95
Instructor Signature: [Signature]

Training Records**Memphis Medical Center Air
Ambulance****10/24/2012****Name: SMITH, CHARLES****Subject: Aeronautical Information Manual**

Exam	Percentage	Status	Taken Date
AIM Examination-VFR	95%	Pass	10/7/2012

Subject: Airspace

Exam	Percentage	Status	Taken Date
Airspace Exam	100%	Pass	10/19/2012

Subject: AS-350B3

Exam	Percentage	Status	Taken Date
AS 350B3 Exam	100%	Pass	10/17/2012

Subject: Aviation Weather

Exam	Percentage	Status	Taken Date
Aviation Weather Exam	90%	Pass	10/3/2012

Subject: Brownout, Whiteout, and Flat Light Conditions

Exam	Percentage	Status	Taken Date
Brownout, Whiteout, and Flat Light Conditions Exam	100%	Pass	10/16/2012

Subject: Classes of Fire

Exam	Percentage	Status	Taken Date
Classes of Fire Exam	100%	Pass	10/6/2012

Subject: CRM-ADM - Rotor Wing

Exam	Percentage	Status	Taken Date
Crew Resource Management - Rotor Wing Exam	95%	Pass	10/3/2012

Subject: FAR Part 135

Exam	Percentage	Status	Taken Date
FAR 135 Examination-Heli VFR	100%	Pass	10/17/2012

Subject: FAR Parts 1, 61, 67, 91 and NTSB 830

Exam	Percentage	Status	Taken Date
PART 91-Heli VFR	95%	Pass	10/17/2012

Subject: GPS - Rotor Wing

Exam	Percentage	Status	Taken Date
GPS - Rotor Wing Exam	97%	Pass	10/9/2012



NAME: Charles Smith

DATE: 10/26/12

Hospital Wing local Area Test

1. What is considered the local flying area as per AO21.
2. List Hospitals Wings Weather Planning Minimums.
3. List FAA (A021) Weather Minimums.
4. Name five major highways in the local area.
5. List the airports with surface based controlled airspace.
6. List the VORs within the local flying area.
7. Name the large towns within 20 miles of your Base.
8. What is located in preset numbers 001, 002, and 003 in the medical radio?
9. What Med frequency would you monitor when in the Memphis area?
10. What is the VHF frequency for helicopter traffic?
11. List the highest obstacles within 30 miles of your base that is to the North, South, East, and West.
12. Using the Flight Planning chart, plan a flight to Ripley MS returning to Baptist Memphis. Night time conditions.
13. List the frequencies for Memphis approach and tower.

14. Hospital Wing Policy is to fly _____ feet MSL or higher when able, no lower than _____ Feet AGL.

15. According to A021 of our OPSPECS we must plan to clear all obstacles by?

16. You are enroute from a Day local scene flight and the weather has gone from 1000-3 to 800-2. Can you continue the flight, if so list reference?

17. You are enroute on a night cross-country Aided flight. The weather reported at destination before you departed was 2000-5. Enroute the weather deteriorated to 1000-3. Can you continue to your destination? If you were un-aided could you continue?

18. You are enroute to a Local scene flight at night (Aided). The weather was 1500-3 at take-off, but deteriorated to 800-3 while enroute. Are you in violation of any FAA Regulations?

19. Is a Black Spot and acceptable fault when viewed through the NVG.

Oxford, Ms (OM53) 50 n.m.

(2TND)

- ① Memphis is 50 nm. surrounding base, the other bases are 30 nm. Brownsville, Tn. (99TN), Selmer (SZY)

② Planning Minimums

	<u>Local</u>	<u>X-Country</u>
Day	1000-2	1500-3
Night NVG	1500-3	2000-5
Night Unaided	1500-3	2000-5

③ FAA Weather Minimums Per A021

	<u>Local</u>	<u>X-Country</u>
Day	800-2	800-3
Night NVG	800-3	1000-3
Night Unaided	1000-3	1000-5

- ④ Hwy 51, Hwy 14, Hwy 64, Hwy 385, Hwy 72

- ⑤ KMEM, KOLV, KNQA, KMKE, KDYR, KTBR

- ⑥ Mphs Vortac 117.5, Gilmore 113.0, Holly Springs 112.4, Tupelo 109.8, McKellar 112.0, Dyersburg 116.8, Jonesboro 108.6

- ⑦ Memphis, Millington, Bartlett, Collierville, Olive Branch, Southaven

- ⑧ 001 Nesbit tower (line of sight) 002 Mphs. Med Com 003 Jackson tower

- ⑨ Nesbit tower 001

- ⑩ Common Traffic 123.025

- ⑪ North - Towers at 586^{agl}-325°, 1486-340°, 802-012°, 824-045°
East - Towers at 1449 @ 050°, 876 @ 060°, 1444 @ 065°, 1057 @ 090°
South - Tower at 1049 @ 125°, 966 @ 140°, 942 @ 172°, 1049 and 813 @ 195°
West - Towers at 671 @ 240°

- ⑫ Depart 2TNO → K25M, Route M8 @ 119°, OBS 1300' MSA 1800', Have 2000 ft ceiling @ 5mi. visibility, Initial tower 119.7 then KOLU 125.275. Traffic call Holly Springs 122.8 then Ripley 122.8. Reverse course back to Baptist mem. (land to South) then back to 2TNO.

- ⑬ App. 119.1 (176°-355°) 125.8 (356°-175°)

Tower 118.3 East 119.7 West 128.425

- ⑭ 800 feet MSL or 500 feet abv. ground AGL.

- ⑰ Yes, we planned for 2000-5, once in flight it can be reduced to 1000 ft + 3 miles and still be ok. No, you have to have 5 mi. vis. if unaided.

- ⑱ 300 ft during day, 500 ft at nite, and around by

- ⑲ Yes, you planned for better wx but updated wx is still within company mins which is higher than FAA minimums.

- ⑳ No

- ㉑ Yes, as long as there is no ① shading, ② edge glow, ③ flashing, flickering, or tube failure (single or dual).

TAB D

INITIAL FLIGHT TRAINING

&

135 CHECK RIDE

AIRMAN COMPETENCY/PROFICIENCY CHECK FAR 135				LOCATION 2TN0		DATE OF CHECK 10/31/2012	
NAME OF AIRMAN (last, first, middle initial) SMITH, CHARLES DWAYNE				TYPE OF CHECK FAR 135.293 ☒ FAR 135.297 ☐ FAR 135.299 ☒			
PILOT CERTIFICATION INFORMATION:		Grade COMMERCIAL Number [REDACTED]		MEDICAL INFORMATION Date of Exam: 11/22/2011 Date of Birth: [REDACTED] Class: 2ND			
EMPLOYED BY HOSPITAL WING		BASED AT (City, State) 2TN0		TYPE AIRPLANE (Make/Model) AS350B3 Simulator/Training Device (Make/Model)			
NAME OF CHECK AIRMAN DAVID CHILDRESS		SIG. OF CHECK AIRMAN [REDACTED]		FLIGHT TIME 1.0		N352HW	
MANEUVERS/PROCEDURES GRADE (S-Satisfactory U-Unsatisfactory)							
PILOT [REDACTED]				Air-craft	Simu-lator	Trng. Dev.	
PREFLIGHT				HELICOPTER			
1. Equipment Examination (Oral or Written)				S			
2. Preflight Inspection				S			
3. Taxiing				S			
4. Powerplant checks				S			
TAKEOFFS							
5. Normal							
6. Instrument							
7. Crosswind							
8. With Simulated Powerplant Failure							
9. Rejected Takeoff							
INFLIGHT MANEUVERS							
10. Steep Turns							
11. Approach to Stalls							
12. Specific Flight Characteristics							
13. Powerplant Failure							
LANDINGS							
14. Normal							
15. From an ILS							
16. Crosswind							
17. With Simulated Powerplant(s) Failure							
18. Rejected Landing							
19. From Circling Approach							
EMERGENCIES							
20. Normal and Abnormal Procedures							
21. Emergency Procedures							
INSTRUMENT PROCEDURES							
22. Area Departure							
23. Holding							
24. Area Arrival							
25. ILS Approaches				S			
26. Other Instrument Approaches							
Approaches: NDB/ADF							
VOR							
ILS							
Other (Specify)							
27. Circling Approaches							
28. Missed Approaches							
29. Comm./Nav. Procedures				S			
30. Use of Auto. Pilot				S			
RESULT OF CHECK ☒ Approved ☐ Disapproved				CHECK AIRMAN'S PERFORMANCE (FAA Only) ☐ Satisfactory ☐ Unsatisfactory			
REGION Central		DISTRICT OFFICE CE-FSDO-21		FAA INSPECTOR'S SIGNATURE			

AIRMAN COMPETENCY/PROFICIENCY CHECK				LOCATION 2TN0		DATE OF CHECK 10/31/2012	
NAME OF AIRMAN (last, first, middle initial) SMITH, CHARLES DWAYNE				TYPE OF CHECK FAR 135.293 ☒ FAR 135.297 ☒ FAR 135.299 ☒			
PILOT CERTIFICATION INFORMATION:		Grade COMMERCIAL		MEDICAL INFORMATION Date of Exam: 11/22/2011			
		Number [REDACTED]		Date of Birth: [REDACTED] Class: 2ND			
EMPLOYED BY HOSPITAL WING		BASED AT (City, State) 2TN0		TYPE AIRPLANE (Make/Model) AS350B3			
NAME OF CHECK AIRMAN DAVID CHILDRESS		SIG. OF CHECK AIRMAN [REDACTED]		Simulator/Training Device (Make/Model)			
				FLIGHT TIME 1.1		N352HW	
MANEUVERS/PROCEDURES GRADE (S-Satisfactory U-Unsatisfactory)							
PILOT							
[REDACTED]				Air-craft	Simu-lator	Trng. Dev.	
PREFLIGHT				HELICOPTER			
1. Equipment Examination (Oral or Written)				S			
2. Preflight Inspection				S			
3. Taxiing				S			
4. Powerplant checks				S			
TAKEOFFS				5. Sim. Engine Failure			
5. Normal							
6. Instrument							
7. Crosswind							
8. With Simulated Powerplant Failure							
9. Rejected Takeoff							
INFLIGHT MANEUVERS				10. Tail Rotor Failures (Oral)			
10. Steep Turns							
11. Approach to Stalls							
12. Specific Flight Characteristics							
13. Powerplant Failure							
LANDINGS				11. Settling With Power (Oral and Flight)			
14. Normal							
15. From an ILS							
16. Crosswind							
17. With Simulated Powerplant(s) Failure							
18. Rejected Landing							
19. From Circling Approach							
EMERGENCIES				SEAPLANE OPERATIONS			
20. Normal and Abnormal Procedures							
21. Emergency Procedures							
INSTRUMENT PROCEDURES				1. Taxiing, Sailing, Docking			
22. Area Departure							
23. Holding							
24. Area Arrival							
25. ILS Approaches				S			
26. Other Instrument Approaches							
Approaches: NDB/ADF							
VOR							
ILS							
Other (Specify)							
27. Circling Approaches							
28. Missed Approaches							
29. Comm./Nav. Procedures				S			
30. Use of Auto. Pilot				S			
RESULT OF CHECK				CHECK AIRMAN'S PERFORMANCE (FAA Only)			
☒ Approved ☒ Disapproved				☐ Satisfactory ☐ Unsatisfactory			
REGION Central		DISTRICT OFFICE CE-FSDO-21		FAA INSPECTOR'S SIGNATURE			

HOSPITAL WING

DATE: 02/01/2010, REVISION: ONE
APPENDIX: A, PAGE: A-5

TRAINING MANUAL

HOSPITAL WING

RECORD OF FLIGHT TRAINING

FORM-TR-1 (08/25/2004)

AIR CARRIER CERTIFICATE NUMBER:

Page 1 of 3

TRAINEE'S NAME: SMITH C	HELICOPTER MODEL: AS350B3			DATE TRAINING COMPLETED:			
PILOT POSITION: PILOT				CATEGORY OF TRAINING: ☒ INH; ☐ REC; ☐ REQ;			
TRAINING FLIGHT NUMBER>>>> DATE OF FLIGHT>>>> EVENTS**: ↓	10/31/12 WING 2 135 ✓	10/31/12 WING 2 WVG 1 ✓	11/1/12 WING 2 DIFF	4	5	6	7
PREPARATION							
Visual Inspection	S	S	S				
Pretaxi Procedures	S	S	S				
Performance Limitations	S	S	S				
SURFACE OPERATIONS							
Starting	S	S	S				
Rotor Engagement	S	S	S				
Taxiing	S	S	S				
Lift-to-Hover IGE/OGE	S	S	S				
Hover Turns IGE/OGE	S	S	S				
Sideward/Rearward Hovering	S	S	S				
Slope Operations	S	S	NA				
Liftoff	S	S	NA				
Landing	S	S	NA				
Taxiing	S	S	S				
TAKEOFF							
Normal	S	S	S				
Instrument	NA	NA	NA				
Obstacle Clearance	S	S	S				
Running (High Altitude)	S	S	NA				
Rejected Takeoff	S	S	NA				
CLIMB							
Normal	S	S	S				
Best Rate	S	S	S				
Best Angle	S	S	S				
EN ROUTE							
Medium-Banked Turns	S	S	S				
Low Speed Characteristics	S	S	S				
High Speed Characteristics	S	S	S				
DESCENT							
Normal	S	S	S				
Maximum Rate	S	S	S				
Autorotative Glide	S	S	NA				

HOSPITAL WING

DATE: 08/25/2004, REVISION: ORIGINAL
APPENDIX: A, PAGE: A-6

TRAINING MANUAL

HOSPITAL WING

RECORD OF FLIGHT TRAINING

FORM-TR-1 (08/25/2004)

AIR CARRIER CERTIFICATE NUMBER:

Page 2 of 3

TRAINEE'S NAME: <i>SMITH, C</i>	HELICOPTER MODEL: <i>AS350B3</i>			CATEGORY OF TRAINING: ☒ INH; ☐ REC; ☐ REQ;			
PILOT POSITION: <i>PILOT</i>							
TRAINING FLIGHT NUMBER>>>> DATE OF FLIGHT>>>> EVENTS**: <i>↓</i>	<i>1</i> <i>10/31/12</i> <i>WING 2</i> <i>1351</i>	<i>2</i> <i>10/31/12</i> <i>WING 2</i> <i>1351</i>	<i>3</i> <i>11/17/12</i> <i>WING 7</i> <i>DIFF</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>7</i>
APPROACHES See next page for IFR Approaches VFR Procedures Normal Obstacle Clearance High Altitude Elevated Landing Site With Degraded Control Augmentation Balked Landing	<i>S</i> <i>S</i> <i>S</i> <i>S</i> <i>S</i> <i>NA</i> <i>S</i>	<i>S</i> <i>S</i> <i>S</i> <i>S</i> <i>S</i> <i>NA</i> <i>S</i>	<i>S</i> <i>S</i> <i>S</i> <i>NA</i> <i>NA</i> <i>NA</i> <i>NA</i>				
LANDINGS Normal Crosswind With Degraded Control Augmentation	<i>S</i> <i>S</i> <i>NA</i>	<i>S</i> <i>S</i> <i>NA</i>	<i>S</i> <i>S</i> <i>NA</i>				
AFTER LANDING Taxi Parking Stopping the Rotors Emergency Evacuation	<i>S</i> <i>S</i> <i>S</i> <i>S</i>	<i>S</i> <i>S</i> <i>S</i> <i>S</i>	<i>S</i> <i>S</i> <i>S</i> <i>NA</i>				
UNPREPARED SITE OPERATIONS Confined Areas Pinnacles Ridgelines	<i>S</i> <i>S</i> <i>S</i>	<i>S</i> <i>S</i> <i>NA</i>	<i>S</i> <i>NA</i> <i>NA</i>				
OTHER FLIGHT PROCEDURES DURING ANY AIRBORNE PHASE Holding Ice Accumulation On Airframe Windshear/Microburst	<i>NA</i> <i>NA</i> <i>NA</i>	<i>NA</i> <i>NA</i> <i>NA</i>	<i>NA</i> <i>NA</i> <i>NA</i>				
SYSTEMS PROCEDURES TRAINING DURING ANY AIRBORNE PHASE Normal Abnormal Alternate Fuel and Oil	<i>S</i> <i>S</i> <i>S</i> <i>S</i>	<i>S</i> <i>S</i> <i>S</i> <i>S</i>	<i>S</i> <i>S</i> <i>S</i> <i>S</i>				

HOSPITAL WING

DATE: 08/25/2004, REVISION: ORIGINAL
APPENDIX: A, PAGE: A-7

TRAINING MANUAL

HOSPITAL WING

RECORD OF FLIGHT TRAINING

FORM-TR-1 (08/25/2004)

AIR CARRIER CERTIFICATE NUMBER:

Page 3 of 3

TRAINEE'S NAME: SMITH, C.		HELICOPTER MODEL: AS350B3			CATEGORY OF TRAINING: ☒ INH; ☐ REC; REQ;		
PILOT POSITION: PILOT							
TRAINING FLT NUMBER> DATE OF FLIGHT>>>> EVENTS**: ↓	1 10/31/12 WING 2 135 ✓	2 10/31/12 WING 2 NUG ✓	3 11/1/12 WING 7 DIFF	4	5	6	7
SYSTEMS PROCEDURES TRAINING DURING ANY AIRBORNE PHASE							
Electrical	S	S	S				
Hydraulic	S	NA	NA				
Flight Controls	S	NA	S				
Auto Flight Systems	S	S	S				
Anti-Icing and Deicing Systems	NA	NA	NA				
Loss of Anti-Torque Effectiveness	S	NA	NA				
Flight Instrument System Malfunctions	S	NA	S				
Communications Equipment	S	S	S				
Navigation Systems	S	S	S				
SYSTEMS PROCEDURES TRAINING DURING ANY PHASE							
Emergency	S	S	NA				
Aircraft Fires	S	S	NA				
Smoke Control	S	S	NA				
Powerplant Malfunctions	S	NA	NA				
Electrical, Hydraulic, Pneumatic Systems	S	NA	NA				
Anti-Torque Failure	S	NA	NA				
Settling-with-Power	S	NA	NA				
IFR Approaches	1LS 17 New	1LS 17 New	ARM 17 New				
ILS/Normal/Abnormal	S	S	S				
Partial Panel Flight							
FLIGHT HOURS	1.0	1.1	0.8				
DATE OF FLIGHT	10/31/2012	10/31/2012	11/1/12				
INSTRUCTOR							

1. Instructors place a S, U, or NA in the block for each event. S means trainee satisfactory completed event, U means trainee did not meet minimum standards in completing the event, NA means trainee did not attempt event.
2. Each instructor who is responsible for a particular ground training subject, segment of flight training, or course of training, certifies the proficiency and knowledge of the individual concerned upon completion of that training. That certification shall be made a part of the trainee's record.
3. Training subjects that apply to more than one pilot position satisfactorily completed during previous training for another pilot position, need not be repeated during subsequent training other than recurrent training.
4. RECORD COMMENTS BELOW OR ON REVERSE SIDE OF THIS PAGE.
5. Flight Training required by Part 135.329, 135.341, 135.343, 135.347, & 135.351.

HOSPITAL WING

DATE: 02/01/2010, REVISION: ONE
APPENDIX: A, PAGE: A-5

TRAINING MANUAL

HOSPITAL WING

RECORD OF FLIGHT TRAINING

FORM-TR-1 (08/25/2004)

AIR CARRIER CERTIFICATE NUMBER: JDBA 299F

Page 1 of 3

TRAINEE'S NAME: SMITH, C		HELICOPTER MODEL: AS350B3		DATE TRAINING COMPLETED:			
PILOT POSITION: PILOT				CATEGORY OF TRAINING: XINH; ___ REC; ___ REQ;			
TRAINING FLIGHT NUMBER>>>>		1	2	3	4	5	6
DATE OF FLIGHT>>>>		10/23/12	10/23/12	10/24/12	10/24/12	10/25/12	10/25/12
EVENTS**: ↓		WING 2	WING 2	WING 2	WING 2	WING 2	WING 2
PREPARATION							
Visual Inspection	S	S	S	S	S	S	S
Pretaxi Procedures	S	S	S	S	S	S	S
Performance Limitations	S	S	S	S	S	S	S
SURFACE OPERATIONS							
Starting	S	S	S	S	S	S	S
Rotor Engagement	S	S	S	S	S	S	S
Taxiing	S	S	S	S	S	S	S
Lift-to-Hover IGE/OGE	S	S	S	S	S	S	S
Hover Turns IGE/OGE	S	S	S	S	S	S	S
Sideward/Rearward Hovering	S	S	S	S	S	S	S
Slope Operations	S	S	S	S	S	S	S
Liftoff	S	S	S	S	NA	S	S
Landing	S	S	S	S	NA	S	S
Taxiing	S	S	S	S	NA	S	S
TAKEOFF							
Normal	S	S	S	S	S	S	S
Instrument	NA	NA	NA	NA	NA	NA	NA
Obstacle Clearance	S	S	S	S	S	S	S
Running (High Altitude)	S	NA	S	S	NA	NA	NA
Rejected Takeoff	S	NA	S	S	S	S	NA
CLIMB							
Normal	S	S	S	S	S	S	S
Best Rate	S	S	S	S	S	S	S
Best Angle	S	S	S	S	S	S	S
EN ROUTE							
Medium-Banked Turns	S	S	S	S	S	S	S
Low Speed Characteristics	S	S	S	S	S	S	S
High Speed Characteristics	S	S	S	S	S	S	S
DESCENT							
Normal	S	S	S	S	S	S	S
Maximum Rate	S	S	S	S	NA	NA	NA
Autorotative Glide	S	NA	S	NA	NA	NA	NA

TRAINING MANUAL

HOSPITAL WING

FORM-TR-1 (08/25/2004)

Page 2 of 3

TRAINEE'S NAME: SMITH, C		HELICOPTER MODEL:		CATEGORY OF TRAINING: <u>XINH</u> ; <u>_</u> REC; <u>_</u> REQ;				
PILOT POSITION: <u>Pilot</u>		AS350B3						
TRAINING FLIGHT NUMBER>>>> DATE OF FLIGHT>>>> EVENTS**: ↓		1 10/23/12 WING 2	2 10/23/12 WING 2 NVG	3 10/24/12 WING 2	4 10/24/12 WING 2 NVG	5 10/25/12 WING 2	6 10/25/12 WING 2 NVG	7 10/31/12 WING 2
APPROACHES See next page for IFR Approaches VFR Procedures Normal Obstacle Clearance High Altitude Elevated Landing Site With Degraded Control Augmentation Balked Landing								
		S	S	S	S	S	S	S
		S	S	S	S	S	S	S
		S	S	S	S	S	S	S
		S	NA	NA	S	NA	NA	NA
		S	NA	NA	S	NA	NA	NA
		NA	NA	NA	NA	NA	NA	NA
		S	NA	S	S	S	S	NA
LANDINGS								
Normal		S	S	S	S	S	S	S
Crosswind		S	S	S	S	S	S	S
With Degraded Control Augmentation		NA	NA	NA	NA	NA	NA	NA
AFTER LANDING								
Taxi		S	S	S	S	S	S	S
Parking		S	S	S	S	S	S	S
Stopping the Rotors		S	S	S	S	S	S	S
Emergency Evacuation		NA	NA	NA	S	S	S	S
UNPREPARED SITE OPERATIONS								
Confined Areas		S	S	S	S	S	S	S
Pinnacles		S	NA	NA	S	NA	NA	S
Ridgelines		S	NA	NA	S	S	S	NA
OTHER FLIGHT PROCEDURES DURING ANY AIRBORNE PHASE								
Holding		NA	NA	NA	NA	NA	NA	NA
Ice Accumulation On Airframe		NA	NA	NA	NA	NA	NA	NA
Windshear/Microburst		NA	NA	NA	NA	NA	NA	NA
SYSTEMS PROCEDURES TRAINING DURING ANY AIRBORNE PHASE								
Normal		S	S	S	S	S	S	S
Abnormal		S	S	S	S	S	S	S
Alternate		S	S	S	S	S	S	S
Fuel and Oil		S	S	S	S	S	S	S

HOSPITAL WING

DATE: 08/25/2004, REVISION: ORIGINAL
APPENDIX: A, PAGE: A-7

TRAINING MANUAL

HOSPITAL WING

RECORD OF FLIGHT TRAINING

FORM-TR-1 (08/25/2004)

AIR CARRIER CERTIFICATE NUMBER:

Page 3 of 3

TRAINEE'S NAME: <u>SMITH, C</u>	HELICOPTER MODEL: <u>AS350B3</u>			CATEGORY OF TRAINING: ☒ INH; ☐ REC; REQ:			
PILOT POSITION: <u>PILOT</u>							
TRAINING FLT NUMBER> DATE OF FLIGHT>>>> EVENTS**: <u>U</u>	1 10/23/12 WING 2	2 10/23/12 WING 2 NVG	3 10/24/12 WING 2	4 10/24/12 WING 2 NVG	5 10/25/12 WING 2	6 10/25/12 WING 2 NVG	7 10/31/12 WING 2
SYSTEMS PROCEDURES TRAINING DURING ANY AIRBORNE PHASE							
Electrical	S	NA	S	S	S	S	S
Hydraulic	S	NA	S	NA	S	S	S
Flight Controls	S	NA	S	NA	S	S	S
Auto Flight Systems	S	S	S	NA	S	S	S
Anti-Icing and Deicing Systems	NA	NA	NA	NA	NA	NA	NA
Loss of Anti-Torque Effectiveness	S	NA	S	NA	NA	NA	NA
Flight Instrument System Malfunctions	S	S	S	NA	NA	NA	S
Communications Equipment	S	S	S	S	S	S	S
Navigation Systems	S	S	S	S	S	S	S
SYSTEMS PROCEDURES TRAINING DURING ANY PHASE							
Emergency	S	S	S	S	S	S	S
Aircraft Fires	S	S	S	S	S	S	S
Smoke Control	S	S	S	S	S	S	S
Powerplant Malfunctions	S	S	S	NA	NA	NA	NA
Electrical, Hydraulic, Pneumatic Systems	S	NA	S	NA	NA	NA	NA
Anti-Torque Failure	S	NA	S	NA	NA	NA	NA
Settling-with-Power	NA	NA	S	NA	NA	NA	NA
IFR Approaches ILS/Normal/Abnormal Partial Panel Flight	NA	NA	ILS 22 NA	ILS 22 NA	NA	NA	NA
FLIGHT HOURS	1.5	1.6	1.5	1.6	0.8	1.5	1.3
DATE OF FLIGHT	10-23-12	10-23-12	10-23-12	10-24-12	10-25-12	10-25-12	10-31-12
INSTRUCTOR							

- Instructors place a S, U, or NA in the block for each event. S means trainee satisfactorily completed event, U means trainee did not meet minimum standards in completing the event, NA means trainee did not attempt event.
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