2012-2013

DATE	AIRCR/ TYP
10-17	PA
10-22	C
2013 5-1	C
5/24	C
9-20	4
9-27	D
10-7	D
10-15	D
10-16	D
10-17	D
10-21	D
10-29	C
10-30	

2013

DATE	AIRCRAFT TYPE	AIRCRAFT IDENT	ROUTE OF FLIGHT FROM	ROUTE OF FLIGHT TO	NR INST. APP.	REMARKS AND ENDORSEMENTS	NR T/O	NR LDG	AIRCRAFT CATEGORY SINGLE-ENGINE LAND		MULTI-ENGINE LAND	
11-1	C-172 RG	9620B	CHS	3J7		BACK From Charleston	1		2	8		
11-2	C-172 RG	9620B	3J7	PDK		Return Rental to PDK	1		1	3		
11-11	C-172RG	9620B	PDK	AGS		x country practice commercial manuvers		3	1	7		
11-11	C-172RG	9620B	AGS	PDK		Return x country practice prvt manuvers		1	1	6		
2/8	DA20-C1	N263CF	KCCO	KCCO		Normal T/OL, Hex. Pattern, stalling, taxiing, shutdown	4	4		8		
2/17	DA20-C1	N460MA	KCCO	KCCO		Normal T/OL, Hexagon, stalling taxiing shutdown, cut short/taxiing	1	1		4		
2/18	DA20-C1	N346MA	KCCO	KCCO		Normal/Short T/OL, Hex pattern taxiing, stalling/shutdown	5	5	1	2		
3/23	DA20-C1	N248ME	KCCO KCTS	KCCO		Normal/Short/Soft T/OL, steep turn, Stern, stalls on/off, pilotage	4	4	1	5		
3/27	DA20-C1	N263CF	KCCO	KCCO		Chandels, stalls, steep turn steep spirals Lazy 8's	5	5		8		
3/4	DA20-C1	N248ME	KCCO	KCCO		PVT+CAX ground refs, Stern turn/point steep spiral, 8 sand/ag, Pur of 180	5	5	1	2		
3/10	DA-20	N263CF	KCCO	KCCO		Power off 180, X wind Tlo landing, 8's on pylons, Stalls		3	1	1		
3/11	DA20-C1	N248ME	KCCO	KCCO		comm maneuv., Lazy 8, steep spiral, steep turns, Chandelle	8	2	1	0		
3/27	DA20C1	N234ND	KCCO	KCCO		comm. maneuv, steep turns, short/soft/ x-wind ldg, P.O. 180		4	1	4		
						TOTALS THIS PAGE	2	37	16	8		
						AMT. FORWARDED	45	543	265	3		
						TOTALS TO DATE	47	580	282	1		

I certify that the entries in this log are true,

[redacted]

PILOT SIGNATURE

AND CLASS		
TAA		AA

[redacted]

0		0
34	6	
34	6	

RCRAFT CATEGORY			
SINGLE-ENGINE LAND		MULTI-ENGINE LAND	
2	8		
1	3		
1	7		
1	6		
	8		
	4		
1	2		
1	5		
	8		
1	2		
1	1		
1	0		
1	4		
16	8		
65	3		
32	1		

AND CLASS				CONDITIONS OF FLIGHT						FLIGHT SIMULATOR		TYPE OF PILOTING TIME								TOTAL DURATION OF FLIGHT	
TAA		AATD		NIGHT		ACTUAL INSTRUMENT		SIMULATED INSTRUMENT (HOOD)				CROSS COUNTRY		SOLO		DUAL RECEIVED		PILOT IN COMMAND			
				1	2							2	8					2	8	2	8
				1	3							1	3	1	3			1	3	1	3
												1	7	1	7			1	7	1	7
												1	6	1	6			1	6	1	6
[redacted]																	8		8		8
																	4		4		4
																1	2	1	2	1	2
												1	5			1	5	1	5	1	5
																	8		8		8
												1	7			1	2	1	2	1	2
																1	1	1	2	1	2
																1	0	1	0	1	0
																1	4	1	4	1	4
0		0		2	5	0		0		0		8	6	4	6	4	4	16	8	16	8
34	6	7	0	28	1	3	4	71	5	26	4	102	8	33	9	262	7	202	2	323	6
34	6	7	0	30	6	3	4	71	5	26	4	111	4	38	5	272	1	219	0	340	4

2012-2013

DATE	AIRCRA TYPE
10-17	PA2
10-22	C-1
5-1	C-
5/24	C17
9-20	DA
9-27	DA
10-7	DA
10-15	DA
10-16	DA-
10-17	DA-
10-21	DA
10-29	C-1
10-30	C-

I cer

PILO

2014

DATE	AIRCRAFT TYPE	AIRCRAFT IDENT	ROUTE OF FLIGHT FROM	ROUTE OF FLIGHT TO	NR INST. APP.	REMARKS AND ENDORSEMENTS	NR T/O	NR LDG	AIRCRAFT CATEGORY AND CLASS: SINGLE-ENGINE LAND	Night	MULTI-ENGINE LAND
	D-A20	234ND	~~KCCO~~ CCO	35 7. CCO		X country to SCC Fam		2	3	9	
						CFI V-code prep, steepturn, stall, slow chandelle, lazy 8, steep spiral, PA 188, landing		3	1	5	
4/24	DA20-C1	N346MA	KCCO	KCCO		High Performance Endorsement steep turns, 1623's, Stalls		4	1	2	
5-1	182 RG	N707CT	KCCO	KCCO		Turns around a point, Chandelle, P/O 180, Short/Soft T/O		3	1	8	
5-3	182 RG	N707CT	KCCO	KCCO		Short & normal landings CFI V-code prep T/Os		5	1	5	
6-4	182 RG	N707CT	KCCO	KCCO		CFI V-code prep, Normal t/o, steep turns, chandelle, lazy 8, steep spiral, PA 188		5	1	3	
6/7	DA-20-C1	N653DC	KCCO	KCCO		CFI V-code prep, short t/o, PA 180		5	1	0	
6/8	182 RG	707CT	KCCO	KFFC/KCCO		Commercial Maneuvers ~~SEL~~ X wind t/o & landings		3	1	6	
6/9	DA-20	N288MA	KCCO	KCCO							

I certify that the entries in this log are true,

PILOT SIGNATURE

TOTALS THIS PAGE						
AMT. FORWARDED						
TOTALS TO DATE						

[redacted]

AIRCRAFT CATEGORY				AND CLASS		CONDITIONS OF FLIGHT						FLIGHT SIMULATOR		TYPE OF PILOTING TIME								TOTAL DURATION OF FLIGHT	
SINGLE-ENGINE LAND		MULTI-ENGINE LAND				NIGHT		ACTUAL INSTRUMENT		SIMULATED INSTRUMENT (HOOD)				CROSS COUNTRY		SOLO		DUAL RECEIVED		PILOT IN COMMAND			
3	9													3	9	3	9			3	9	3	9
1	5																	1	5	1	5	1	5
1	2																	1	2	1	2	1	2
1	8																	1	8	1	8	1	8
1	5																	1	5	1	5	1	5
1	3																	1	3	1	3	1	3
1	0																	1	0	1	0	1	0
1	6																	1	6	1	6	1	6

[redacted]

~~Fundamentals of Instructing knowledge test: §61.183(d), §61.185(a)(1)~~
~~I certify that Graham N. Borland ha~~

Fundamentals of Instructing knowledge test: §61.183(d), §61.185(a)(1)
I certify that Mr. Graham N. Borland has received the required fundamentals of instruction training of section §61.185(a)(1).
sign: [redacted] date: 6-4-2014
CFI#: [redacted] exp: 12-31-2014

Prerequisites for p
I certify that M
satisfactory know
deficient on his
test.
sign: [redacted]
CFI#: [redacted]

Flight Instructor flight proficiency/practical test: §61.183(g), §61.187(a) and (b)
I certify that Mr. Graham N. Borland has received the required training of §61.187(b)(1). I have determined that he is prepared for the CFI-ASEL practical test.
sign: [redacted] date: 6-4-2014
CFI#: [redacted] exp: 12-31-2014

Prerequisites for practical tests: §61.39(a)(6)(iii)
I certify that Mr. Graham N. Borland has demonstrated satisfactory knowledge of the subject areas found to be deficient on his flight instructor airplane knowledge test.
sign: [redacted] date: 6-4-2014
CFI#: [redacted] exp: 12-31-2014

PIC of a high-performance airplane: §61.31(f)
I certify that Mr. Graham N. Borland, Commercial Pilot certificate [redacted], has received the required training of §61.31(f) on a Cessna 182. I have determined that

Prerequisites for practical tests: §61.39(a)(6)
I certify that Mr. Graham N. Borland has received and logged training time within 2 calendar months preceding the month of application in preparation for the