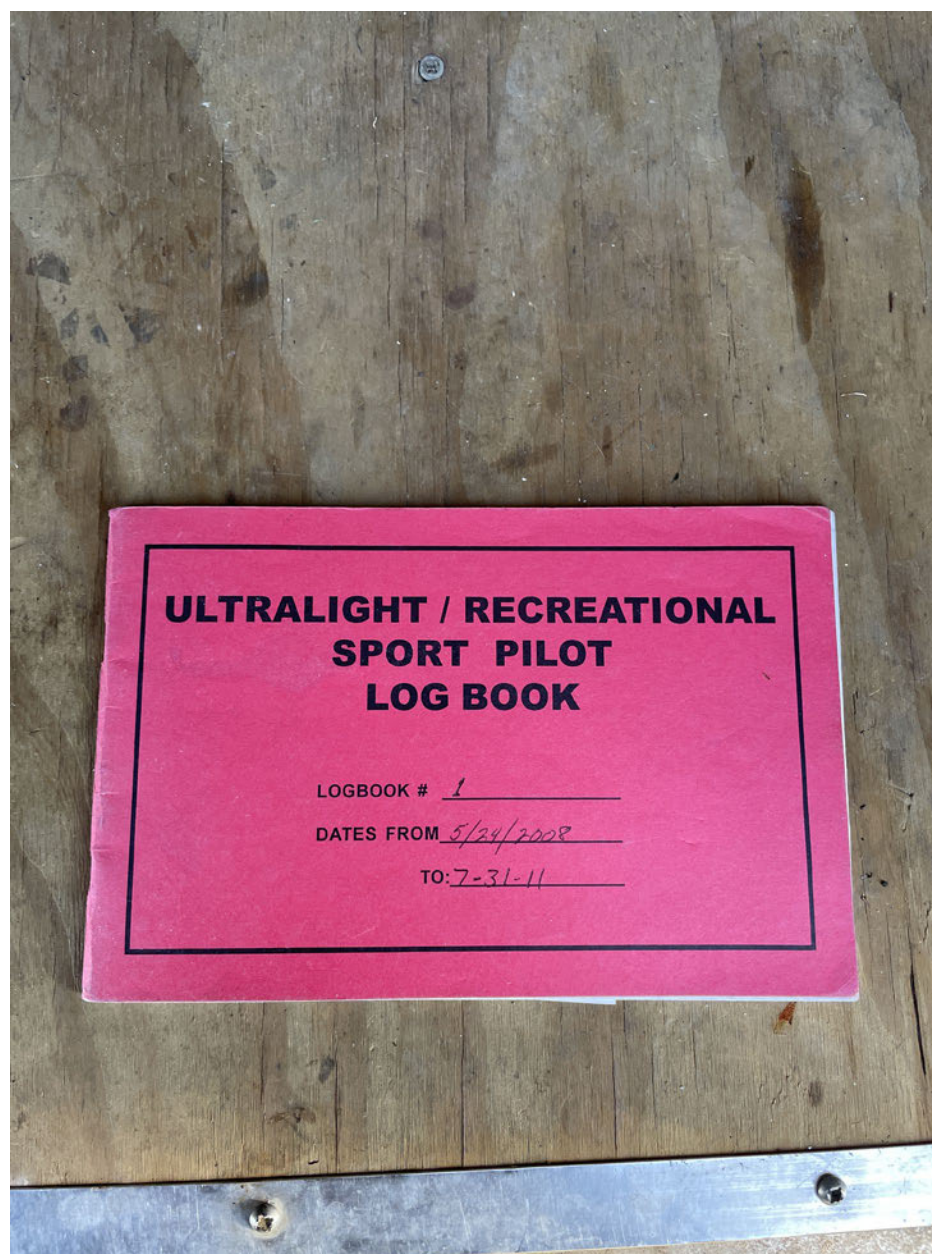
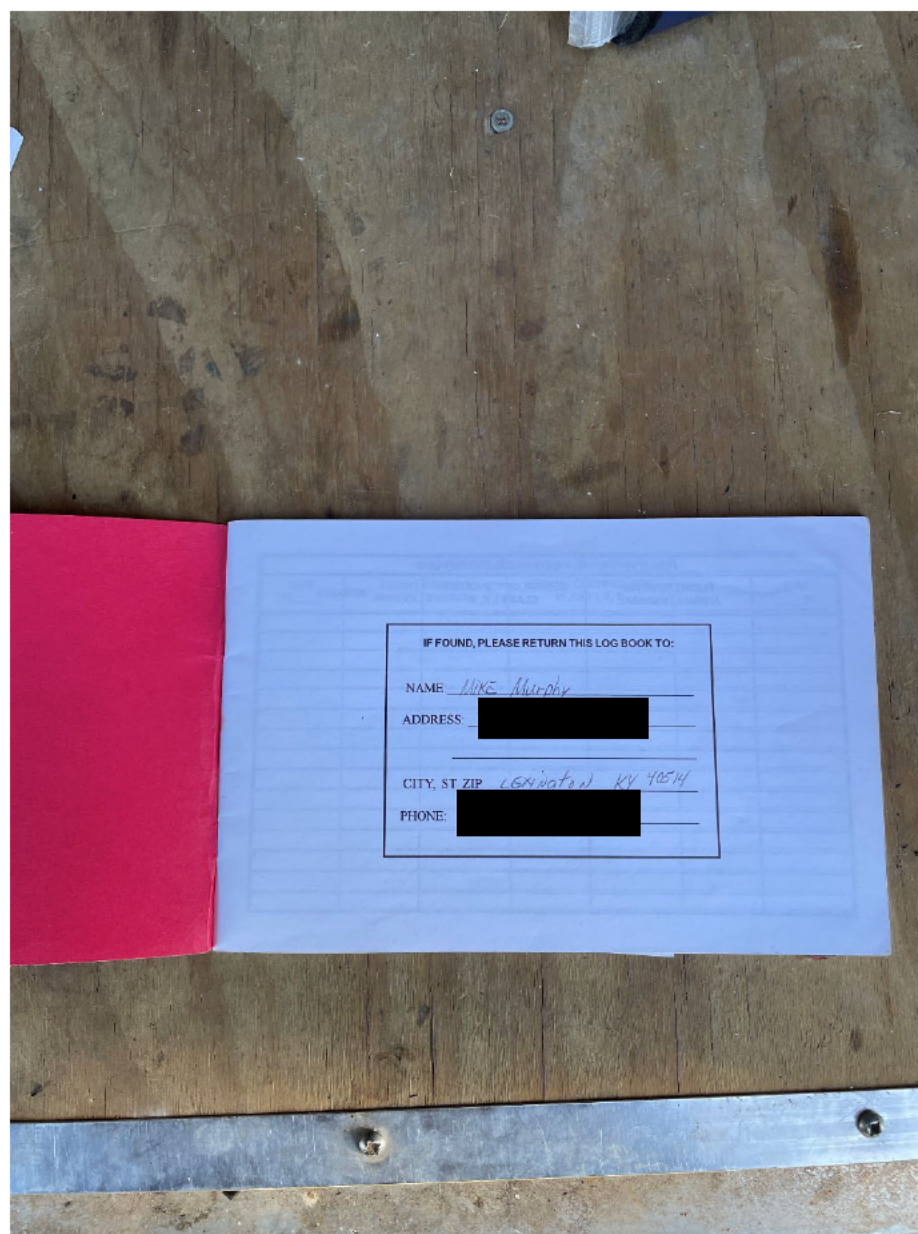


ERA25LA023

PILOT LOGBOOK EXCERPTS





AIRCRAFT LOG
ASA-34-1

The Standard
 AIRCRAFT LOG

DATE 2008	AIRCRAFT TYPE	AIRCRAFT IDENT	ROUTE OF FLIGHT		REMARKS AND ENDORSEMENTS	# OF LOGS
			FROM	TO		
5/24/08	Grass	N44020	RMOR		Ground Training	10
5/29/08	Grass	N44020	COOPERS		PEC HAND book	3
5/30/08	"	"	COOPERS		TOUCH & GO	10
6/9/08	"	N75331	COOPERS		28-1st PLACE in 1st round	3
6/11/08	"	"	COOPERS		TOUCH & GO	1
6/15/08	"	"	COOPERS		TOUCH & GO	1
6/15/08	"	"	COOPERS		TOUCH & GO	4
6/19/08	"	"	COOPERS		TOUCH & GO	10
6/24/08	"	"	COOPERS		TOUCH & GO	6
7/1/08	"	"	COOPERS		TOUCH & GO	2
7/1/08	"	"	COOPERS		TOUCH & GO	1
7/10/08	"	"	COOPERS		TOUCH & GO	2
7/14/08	"	"	COOPERS		TOUCH & GO	3
7/14/08	"	"	COOPERS		TOUCH & GO	3

ENTRIES ATTESTED BY: _____
 PILOT'S SIGNATURE: _____

TOTALS THIS PAGE 47
 AMT. FORWARD 47
 TO-DATE TOTAL 47

TYPE OF PILOTING TIME				CONV. AIRCRAFT TIME	ULTRA- LIGHT TIME	TOT. TIME ALL CLASSES
X. COUNTRY	AS FLIGHT INSTRUCTOR	DUAL RCVD	PILOT N COMMD			
		2.0				2.0
		1.0	1.0			2.0
			5			2.5
			1.0			3.5
			1.5			5.0
			2.0			7.0
			2.0			9.0
			5			9.5
			5			10.0
			1.2			11.2
			1.6			12.8
			1.3			14.2
		3	14.2			14.2
		3	14.2			14.2

AIRCRAFT LOG
454-SK-1

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 80 sheet

DATE 20 11	AIRCRAFT TYPE	AIRCRAFT IDENT	ROUTE OF FLIGHT		REMARKS AND ENDORSEMENTS	# OF LDGS
			FROM	TO		
7-23-11	DISCRETE WINGS	N75331	ELDRIDGE		CONTRIBUTION TO RIVER DRAINAGE AREA	8
7-25-11	DISCRETE WINGS	N75331	TALON		WING ADJUST / W/ KATHIE "DECS"	6
7-26-11	DISCRETE WINGS	N75331	TALON		W/ KATHIE "N AREA"	6
7-27-11	"	"	"	"	W/ KATHIE "N AREA"	3
7-28-11	"	N75331	COOPERS		W/ KATHIE "N AREA"	4
7-30-11	WINGS	N	COOPERS		W/ KATHIE "N AREA"	3
7-30-11	WINGS	N	COOPERS		W/ KATHIE "N AREA"	1
<i>new Logbook</i>						

ENTRIES ATTESTED BY:
 PILOT'S SIGNATURE: [Signature]

TOTALS THIS PAGE 31
 AMT. FORWARD 485
 TO-DATE TOTAL 516

PPL SR

X-COUNTRY	TYPE OF PILOTING TIME			CONV. AIRCRAFT TIME	ULTRA- LIGHT TIME	TOT. TIME ALL CLASSES
	AS FLIGHT INSTRUCTOR	DUAL RCVD	PILOT IN COMMD			
			13		13	13
			5		5	5
			6		6	6
			12		12	12
			15		15	15
			6		6	6
			8		8	8
<i>new Logbook</i>						
			65		65	65
47 5			212 8		233 5	233 5
47 5			219 3		239 8	239 8

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Di

80 sheets

True Standard
AIRCRAFT LOG
ASX-54

DATE	PILOT NOTES AND OBSERVATIONS
5/29/08	P-2 Solo Test - Solo F1T. is Authorized for 90 days.
5/25/09	I certify that Mike Murphy has received required training + is Authorized to take PPCL Practical Test.
5/30/2009	Enroute Training for PPCL Practical Test. Flight is Authorized for 90 days.
5/30/2009	No Restrictions.

I have reviewed the cross country planning of Mike Murphy. I find the planning and preparation to be correct to make the solo flight from [redacted] to [redacted] in [redacted] hours. I have determined that he/she is prepared for the Sport Pilot PPCL Practical Test.

I certify that Mike Murphy has received the required training of 61.309, 61.311 and met the experience requirements of 61.313. I have determined that he/she is prepared for the Sport Pilot PPCL Practical Test.

James F. Mac Leary 05/30/2009 (Date)

[redacted] CFI 03/09/11

I certify that Mike Murphy has received the required training of 61.309, 61.311 and met the experience requirements of 61.313. I have determined that he/she is prepared for the Sport Pilot PPCL Practical Test.

James F. Mac Leary 05/30/2009 (Date)

[redacted] CFI 03/09/11

I have reviewed the planning of Mike Murphy. I find the planning and preparation to conduct solo takeoffs & landings from any class E airport to be correct and authorized for a period of 90 days.

James F. Mac Leary 03/2009 Date 08/06/09

I certify that Mike Murphy has received the required training of 61.309, 61.311 and met the experience requirements of 61.313. I have determined that he/she is prepared for the Sport Pilot PPCL Practical Test.

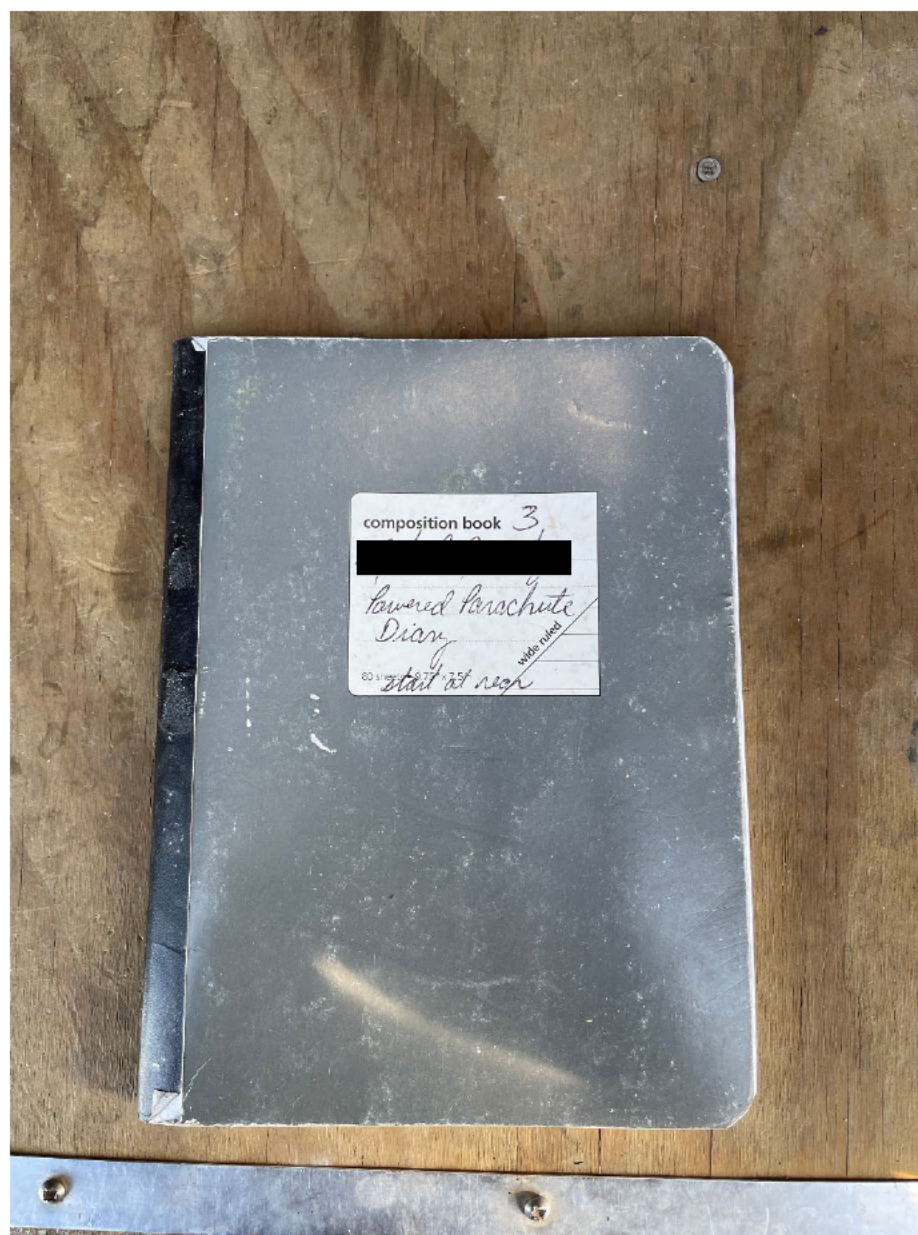
Date 9/30/2009

James F. Mac Leary CFI 03/09/11

FLIGHT PROFICIENCY ENDORSEMENT CARD

I certify that MICHAEL D MURPHY has met the requirements of 61.309, 61.311 and 61.313. I have determined him/her proficient to act as Pilot in Command of PPCL aircraft.

(Signature) PETER W WALLACE
SPEC-SPE
10-08-2009 (Date)
04/30/2010



October 10, 2013
Enroute to Smokey Mountain
fly-in, Mohawk TN.

T.T. on machine 448.7
chute 12.9
Plugs +70.1

~~Thursday October 10th~~
~~Jimmy Rogers and I~~

Enroute to Coopers I had to
pull over because of fog I
had to wait an hour to get
back on the road to continue to
Coopers. I went through the
tunnel at Cumberland Gap.

10.20 It was clear. I got to New Tazewell
and fog was thick again. I got
one Clinch Mountain and it was
20.3 clear as a bell. I continued on
to Coopers. Not many people there.
I met Jimmy Rogers. We flew
for an hour.

T.T. 449.7 chute 13.9 plugs +71.1

T.T. 074
 2014.5.24 7:50 AM cont'd 470
 missing out and losing power
 I managed to get back to the
 field for a safe landing. I
 checked the fuel filter and installed
 a new one. I decided to change
 plugs while I was there.

1.3 PM flight + 87.5 plugs
 2.7 ⁵⁻²⁴⁻²⁰¹⁴ 5 landing 7.0 wing
 Gile Chines 25.3

468.8 T.T. 5 landing + 87.5 plugs 7.0
 wing

5-25-2014. Louisa, Ky
 Sunday Morning flight. Keith's son
 Brandon flew Keith's plane. We
 flew over Waterville Lake, Golf course
 and just around. I had done
 a few T.T.'s just checking out plane
 it appeared alright.

3 landing 1.2 flight
 470.0 T.T. 1.2 plugs
 8.2 chute PD50

470. T.T.

1.2 plugs

P.2 ~~2.5~~ PD chute

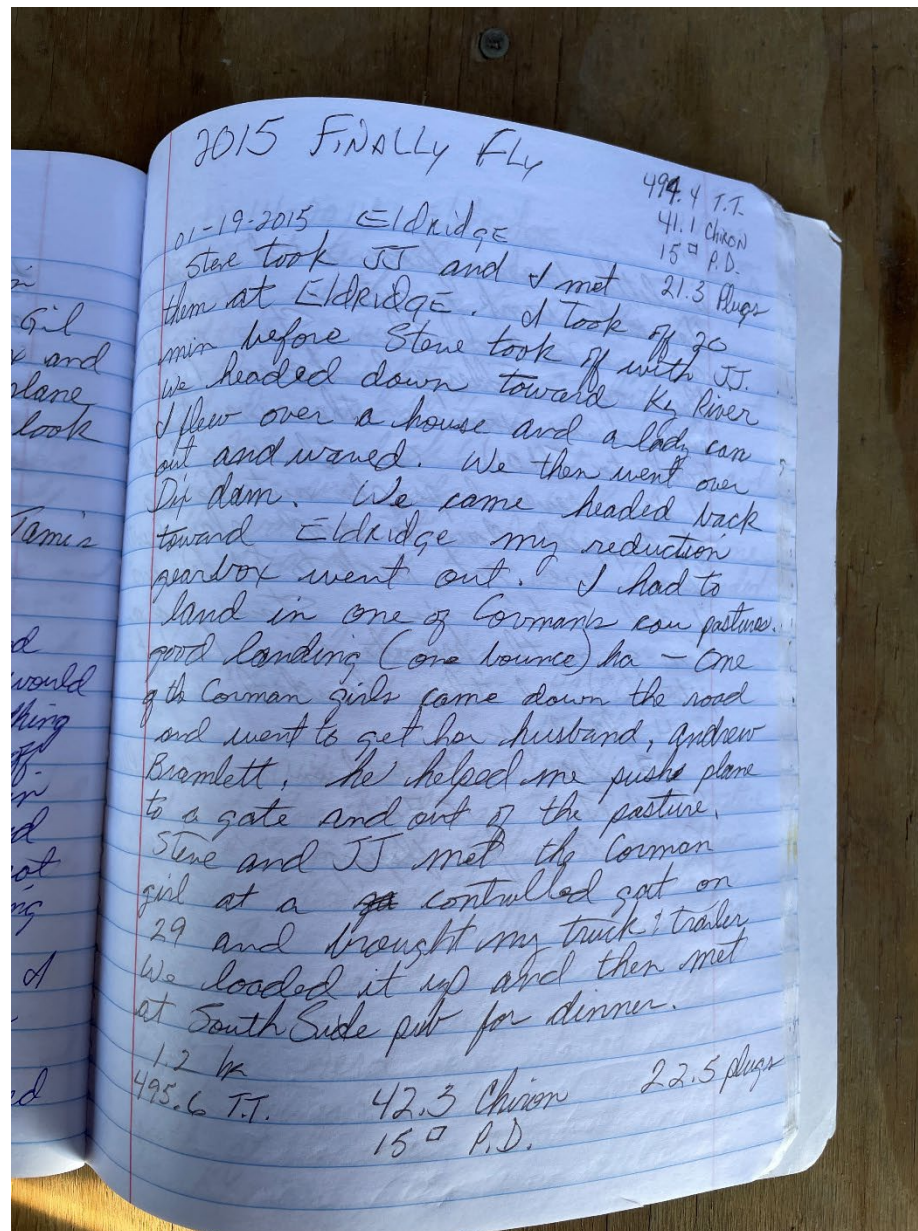
5-26-2014 Eldridge.

warmed up plane. Went to pull
throttle and engine died. Air
getting into ~~the~~ gas line at filter.
changed filter again. Air still getting
in at filter - gas filter never filled
up with gas - no leak - tried again
air getting in at filter. Bought
new filter not installed yet.

No fly on Memorial Day again
damn it!!!

6-7-2014 Eldridge calm winds
Mollie and Gil came to out of Est.

Eldridge; they brought Bill, Linda, and
Victoria; and man that works with Gil
and his two daughters. I took Victoria
with me. Earlier I took my
APCO out of the bag and re attached
to my plane. I was waiting for
Mollie and Gil I taxied down the runway
and had to shut it down. I readjusted
turn line and took off. I had
hooked the chute up with right



8-31-2015 ELDRIDGE

By myself I flew to First Vineyard
around Key River and Camp Nelson,
just having fun. Went by the
yard where golf flags are put in
the yard and flew really close to
the ground by the trailer house.
4 landings 1.2 hours

9-5-2015 LUCASVILLE, OH

I picked up ZJ at his house and
we headed to Lucasville. (We had
loaded his plane the night before.)
We arrived around 6:30 AM.
We met Joe Hanshaw, Patsy, Keith,
and Patsy's mother. I introduced
ZJ to everyone. We waited for
the sun to rise and then we warmed
up and took off. We flew around
the area waiting for ZJ to get
into the air. He was having a lot
of trouble. We finally landed and
refueled and tried to help him.
No luck. We decided to go

10-20-2015 Cont'd.

above the river. We climbed out
and flew US 27 by Camp Nelson
Cemetery and back to Eldridge.
We did 5 TNG's Heather really
liked TNG's. Landed loaded
and went to South Side Pub.

1.2 hours 5 landings

11-1-2015 Mobil.

Mollie and Gil, Steve and me
we took off intending to fly to HISE!
we ran into a head wind. Gil
was able to make to Hise for a
touch and go. Mollie, Steve, and I
decided to come back due to daylight
conditions. Beautiful area.

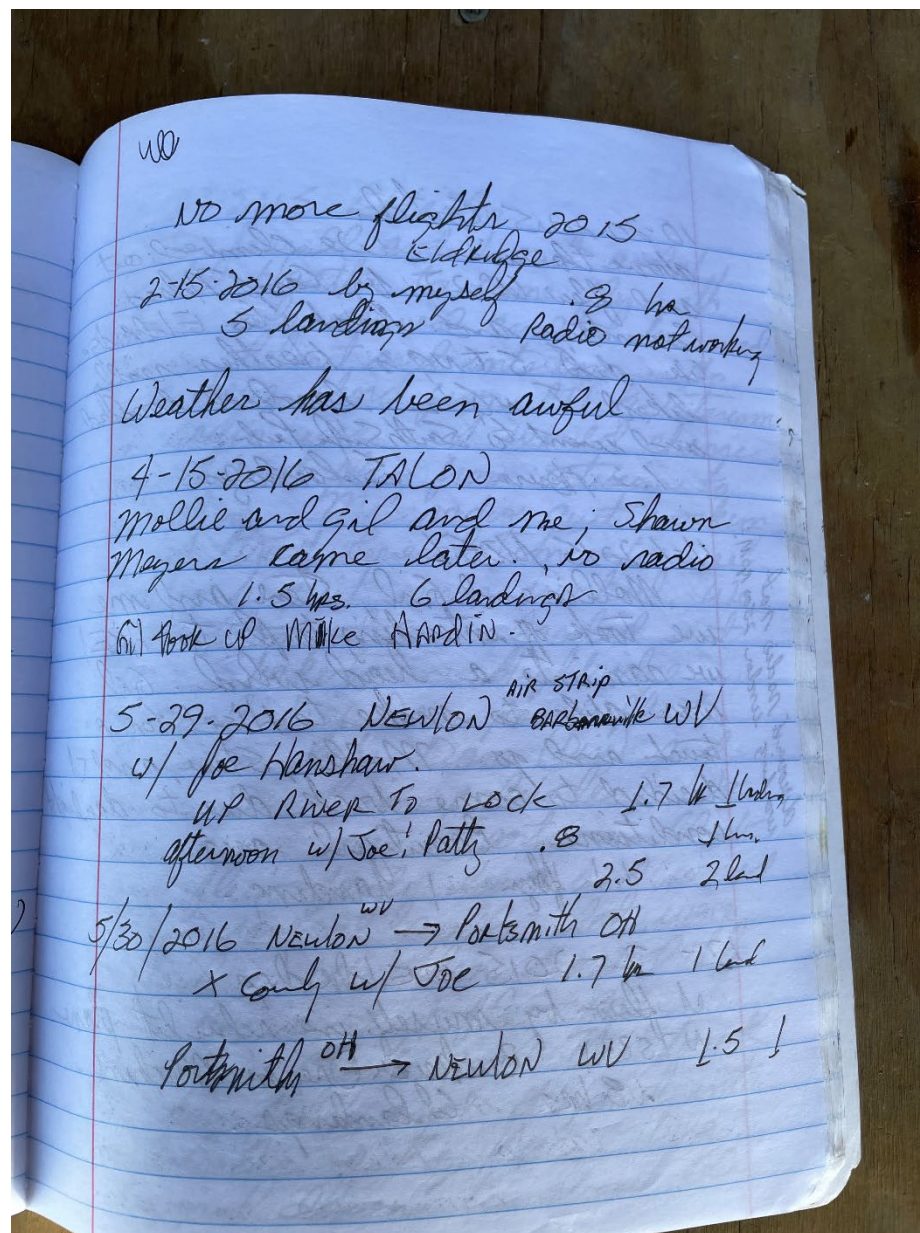
1.1 fly 1 landing.

12-2-2015 Eldridge

I flew by myself in rebuilt plane
N7531 Buckeye Dream Machine.

.8 hrs. 6 landings.

dropped radio and
working under 2500 rpm's



6-8-2016 Eldridge
mowed airstrip flew w/ Steve
Fessell and ZJ. We flew around
Camp Nelson area and ZJ landed
Steve flew a little longer; I flew
over Andy Stephens house and the
area where BJ Cornum is blasting.
It appears he is clearing out an
area for some type of building.
The limestone appears to be crushed
to the size used for railroad beds.

2 landings 1.6 hrs.

6-13-2016 Eldridge w/ Steve Fessell
got in the air and heard Mark
Matthews (Paris area) Charlie Johnson (same)
Mollie (Richmond/Burke) Ronald (same) Bill (same)
and some guys around Louisville
all talking to each other. We flew
over them and it has been cut for hay
and baled; need to mow. then
to first vineyard then back toward
Eldridge. Somewhere on Bethel

7-11-2016 Eldridge
met Linda Cummins and Jim Morley
at Eldridge. ZJ was there with
103 legal Buckeye machine.
laid ZJ out to practice taxi but
engine would not come to full
RPM's. I had to get Linda in the
air for our flight. I took her to
Ky River palmiers and Camp Nelson
Lake Hemington - Dixie Dam, High bridge
and Ray DeBolt's old house in Mercer
county. then back for a couple of
T & G's and then landed. The
wind had picked up some and was
cross wind for our runway. I
loaded Jim up and we barely
got in the air by the end of the
runway. up up him. I then
~~had~~ had to land at angle
to runway.
4 landings 1.5 hours

Thinking of changing back to square
chute. I think my elliptical is losing
priority (lift) because of age.

still ok for just me; but not a
passenger.

9-7-23-2016
Eldridge 6 hrs. 3 landings

7-31-2016 Talon
ZJ Storm
1.3 hrs 4 landings

August NO fly. that sucks !!

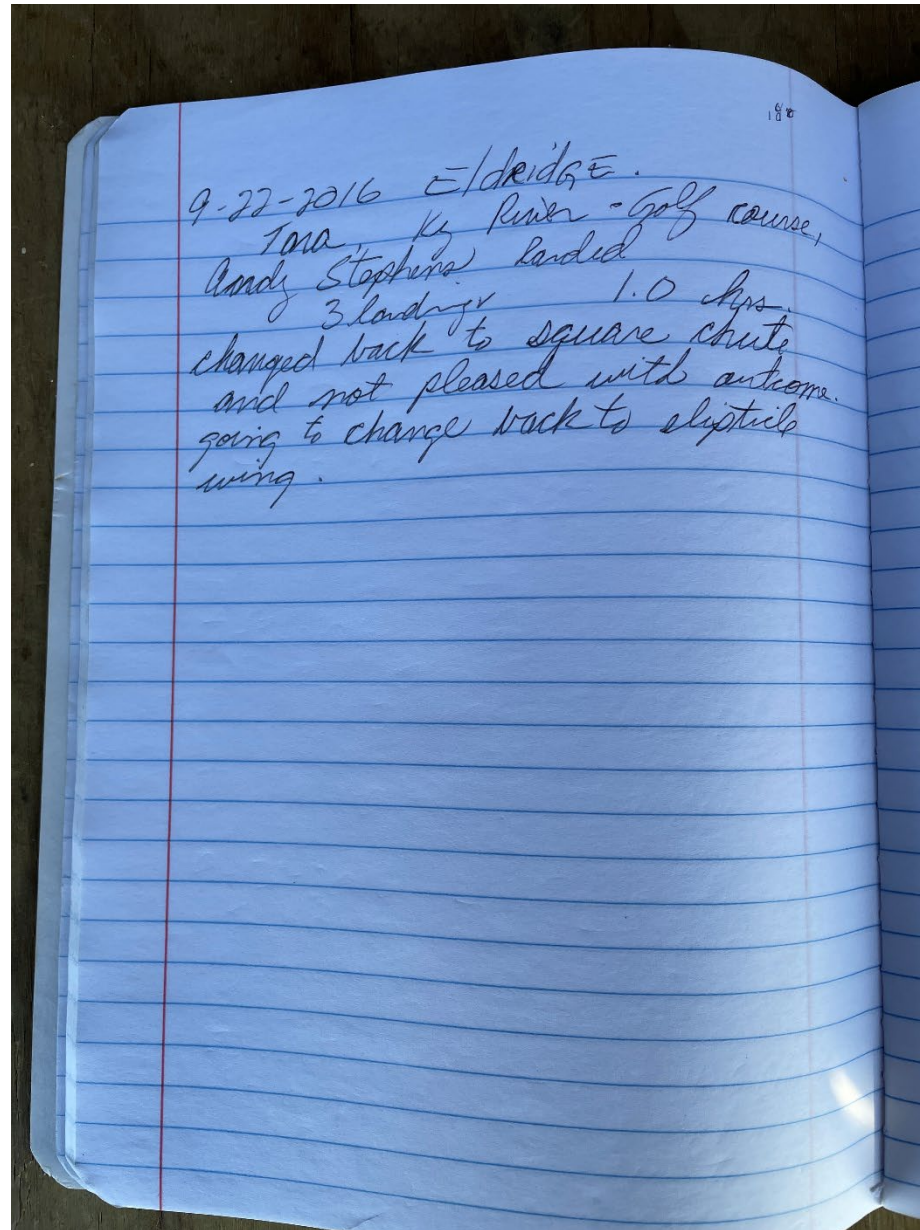
9-3-2016 Lucasville fly-in
Skip Benton came, ZJ, and me.
we met Joe, Keith, Larry, and all
Joe's family.
ZJ met me at SPEEDWAY 4:15 AM we
headed out; me in my vehicle, him in
his both with planes in tow.
We were supposed to meet

9-3-2016 Lucasville cont'd.

Skip ^{east} Benton at rest stop on I-64 just past Winchester, Ky. He called and had to return home to get wallet. ZJ and I continued to Lucasville, OH. We arrived around 7:00 AM. We said out good mornings and headed to warm up planes. Skip had another stop. Joe Hanks, ZJ, and me in PCs. Keith Maynard and Larry? were in trikes. We flew to Portsmouth OH at Ohio River and around just a little. ZJ can only fly one hour. We all landed were flying and Keith was higher than us but keeping on us. We played in the field and sand bars on Scioto River and headed back for coffee. Great flight. Skip finally made it and went up for

9-5-2016 Eldridge

Chris Spedding's son TJ and
Sierra. By river area
4 landings 1.0 hrs.



9-22-2016 Eldridge.
Tona Ky River - Golf course,
Andy Stephens landed
3 landings 1.0 hrs.
changed back to square chute
and not pleased with outcome.
going to change back to sliptail
wing.