

Name of Pilot: Benjamin Neel		Base: Fresno		Type of Aircraft: Bell 212															
Type of Training					Type of Flight														
Trans ☐ Upgrade ☐ Initial NH ☒ Diff ☐ Instructor ☐ Other Initial New Hire					(1) VFR (2) IFR (3) Night Unaided (4) Night Aided (5) 133 (6) MTN (7) Power Line (8) Other:														
Flight Number	1	2	3	4	5	Flight Maneuver Grading													
Date	5/1/21	5/2/21	5/3/21	5/3/21		(A) Above Average (S) Satisfactory (N) Needs Improvement (U) Unsatisfactory (/) Not Graded													
Type of Flight	1	1	1,5	1,5															
Aircraft N Number	911VR	911VR	911VR	911VR															
Flight	Dual	1.4	1.5	1.4	1.3														
Time	Cumulative	1.4	2.9	4.3	5.6														
Instructor Initials																			
Flight Number					1	2	3	4	5	Flight Number									
Preparation					Approaches VFR														
Weight and Balance					S	S				Normal					S	S	S	S	
Performance & Limitations					S	S				Shallow					S		S	S	
Equipment Checks (Preflight)					S	S				Steep							S	S	
MEL					S					Go-Around					S		S	S	
Flight Risk Analysis Report										Pinnacle					S				
Surface Operations										Confined Area						S	S	S	
Starting					S	S	S	S		Ridgelines									
Checklist Usage					S	S	S	S		Mitigation/Recovery from Brown Out									
System Check (HYD, FUEL)					S	S	S	S		Mitigation/Recovery from White Out									
Takeoff Checks					S	S	S	S		Mitigation/Recovery from Flat Light									
Lift to Hover					S	S	S	S		Landing									
Hover Turns					S	S	S	S		Normal					S	S	S	S	
Taxi (Hover and Air Taxi)					S	S	S	S		Slope					S	S	S	S	
Slope Operations					S	S	S	S		Snow									
Takeoff										After Landing									
Normal					S	S	S	S		Use of Checklist					S	S	S	S	
Maximum Performance (Obstacle)							S	S		Engine Shutdown					S	S	S	S	
Running (High Altitude)										Post Flight					S	S	S	S	
Rapid Deceleration (Quick Stop)					S					System Training During Airborne Phase of Flight									
OEI Engine Failure					S					Air Conditioning									
Pinnacle					S					Fuel									
Enroute										Electrical					S				
Power Setting					S	S	S	S		Hydraulic					S				
Nav. (Pilotage, Dead Reckoning)					S	S				Anti-Icing and Deicing System									
Nav. (GPS)						S				Autopilot									
Nav. (GPS coupled to the autopilot)										Weather Radar									
Power Line Patrol										TCAD/TCAS System									
Flying in the Wire Environment										IIDS/EFIS									
										Low Rotor RPM					S				

Emergency Procedures						External Load (133)					
Inadvertent IMC						Electric Hook Release		S	S	S	
Communication Equipment						Manual Hook Release		S	S	S	
Navigation System						Remote Hook					
Aircraft/Engine Fires						50' Line					
Power Plant Failures	S					75' Line					
Electrical Malfunctions	S					100' Line			S		
Hydraulic Malfunctions	S					150' Line				S	
Hover Autos						HEC					
Straight-In Autos						Side Pull					
180 Autos						Platform					
Anti-Torque Failure						Spot Drops (Water)		S	S	S	
Stuck Pedal (High/Low Power Settings)						Trailing (Water)		S	S	S	
ENG/XMN Oil Temp Fluctuations											
Warning/Caution Lights											
SAS/SCAS Failure											
Settling With Power	S										
Comments:											
Flight 1	More of a familiarization flight for Ben in the Bell 212. He obviously has experience in the A/C but it has been a while. Emphasized single pilot operations for emergency procedures.										
Flight 2	Focused on 324 gal bucket on the belly. Trail drops and spot drops. We dipped out of the lake.										
Flight 3	Did well with 100' line and bucket. Significant improvement during the flight.										
Flight 4	Did well with the additional length, 150' line and bucket. Dipping from the canal and practicing multiple styles of approaches and drops. Again, much improvement between the beginning and end of the flight.										
Flight 5											

I certify the above record of training is correct and the training entered was completed satisfactorily.



Signature

5.03.21

Date

Chief Pilot

Title

Name of Pilot:	Ben Neel	Base:	FAT	Type of Aircraft:	Bell 212										
Type of Training				Type of Flight											
Trans ☐ Upgrade ☒ Initial NH ☒ Diff ☐ Instructor ☐				(1) VFR (2) IFR (3) Night Unaided (4) Night Aided											
Other				(5) 133 (6) MTN (7) Power Line (8) Other:											
Flight Number	1	2	3	4	5	Flight Maneuver Grading									
Date	5/4/21	5/29/21				(A)	Above Average								
Type of Flight	5	5				(S)	Satisfactory								
Aircraft N Number	911VR	911VR				(N)	Needs Improvement								
Flight Dual	1.3	2.0				(U)	Unsatisfactory								
Time Cumulative	6.9	8.9				(/)	Not Graded								
Instructor Initials	Solo														
Flight Number			1	2	3	4	5	Flight Number			1	2	3	4	5
Preparation						Approaches VFR									
Weight and Balance								Normal							
Performance & Limitations								Shallow							
Equipment Checks (Preflight)								Steep							
MEL								Go-Around							
Flight Risk Analysis Report								Pinnacle							
Surface Operations						Confined Area									
Starting								Ridgelines							
Checklist Usage								Mitigation/Recovery from Brown Out							
System Check (HYD, FUEL)								Mitigation/Recovery from White Out							
Takeoff Checks								Mitigation/Recovery from Flat Light							
Lift to Hover								Landing							
Hover Turns								Normal							
Taxi (Hover and Air Taxi)								Slope							
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Rapid Deceleration (Quick Stop)								System Training During Airborne Phase of Flight							
OEI Engine Failure								Air Conditioning							
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Nav. (GPS coupled to the autopilot)								Weather Radar							
Power Line Patrol								TCAD/TCAS System							
Flying in the Wire Environment								IIDS/EFIS							
								Low Rotor RPM							

Emergency Procedures						External Load (133)					
Inadvertent IMC						Electric Hook Release	S	S			
Communication Equipment						Manual Hook Release	S	S			
Navigation System						Remote Hook	S	S			
Aircraft/Engine Fires						50' Line					
Power Plant Failures						75' Line					
Electrical Malfunctions						100' Line	S	S			
Hydraulic Malfunctions						150' Line					
Hover Autos						HEC					
Straight-In Autos						Side Pull					
180 Autos						Platform					
Anti-Torque Failure						Spot Drops (Water)	S	S			
Stuck Pedal (High/Low Power Settings)						Trailing (Water)	S	S			
ENG/XMN Oil Temp Fluctuations											
Warning/Caution Lights											
SAS/SCAS Failure											
Settling With Power											
Comments:											
Flight 1	Solo Practice.										
Flight 2	Ben is ready for his USFS carding ride.										
Flight 3											
Flight 4											
Flight 5											

I certify the above record of training is correct and the training entered was completed satisfactorily.

 _____ Signature	5.29.21 _____ Date	Chief Pilot _____ Title
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APPENDIX B: VERIFICATION OF VERTICAL REFERENCE TRAINING (LONG-LINE)

National Interagency Helicopter Standards require that contractors develop a Vertical Reference / External Load Training Syllabus and that contract pilots receive this training before applying for Agency Special Use approval. Each contract pilot must have a current proficiency endorsement from the company's chief pilot in order to qualify for a Flight Evaluation by an Interagency Helicopter Inspector Pilot.

The Applicant has demonstrated VTR proficiency with a 150' long-line by:

- 1) Exhibiting knowledge of the elements of vertical reference / external load operations.
- 2) Performing a thorough preflight briefing of ground personnel to include hookup procedures, signals, and pilot and ground personnel actions in the event of an emergency or hook malfunction.
- 3) Visually determining that the cargo hook(s) and cables are installed properly and that electrical and manual releases are functioning properly.
- 4) Ascending vertically using vertical reference techniques while centered over the load until the load clears the ground, then maintain a stable hover with a load 10 feet (+ - 5-feet) above the ground for 30 seconds. *(The applicant should insure that the long-line does not become tangled on external parts of the helicopter).*
- 5) Controlling the hook movement and stopping load oscillations while in a hover.
- 6) Maintaining positive control of the load throughout the flight while maintaining specified altitude within 50 feet, airspeed within 10 knots, and heading within 10 degrees.
- 7) Maintaining the proper approach angle and rate of closure to establish an out-of-ground effect hover with the load 10 feet above the ground (+ - 5 feet) for 30 seconds and then placing the load within a 10-foot radius of the specified release/touchdown point.
- 8) Maintaining the proper approach angle and rate of closure to establish an out-of-ground effect hover within a confined area with the load 10 feet above the ground (+ - 5 feet) for 30 seconds and then placing the load within a 10-foot radius of the specified release/touchdown point.

NAME: Benjamin Neel CERT NO: 3013129 ☐ INITIAL ☒ RECURRENT
(Check One)

I certify that the above listed pilot has completed training as outlined in the National Interagency Helicopter Standards and meets the currency and performance requirements of this company's Vertical Reference / External Load Training Manual and recommend him/her for evaluation.

CHIEF PILOT: Brett Hendricks COMPANY: Rogers Helicopters, Inc
Printed Name

CHIEF PILOT: [Signature] DATE: 5/27/21
Signature