



Multi Engine Simulator and Ground Training Record

Student Name	Donald Sefton	☒ PIC ☐ SIC
Airman Certificate Number		Certificate Held ☐ ATP ☒ Commercial ☐ Private
Class Start Date	11/2/2020	A/C Type NAVAJO
Course Booking Name	Navajo PA31-350 Rec 2-Day	
Course Name for Completion Certificate	View CC	

☐ Initial	☒ Recurrent	☐ ARC	☐ MIR	☐ Pinch Hitter
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Sim Tasks		Simulator/AC Sessions Times										
General		Session #	1	2	3	4	5	6	7	8	9	AC
Use of Checklists and Operational Procedures	☒ CK	Hours	5.0									
Decision Making and Judgment	☒ CK	Total Hours	5.0									
Cockpit Resource Management	☒ CK	Required Sim/AC Hours	4.0									
Visual/Normal Procedures		Ground Modules										
Takeoff: Normal	☒ CK	Aircraft General	☒ CK									
Takeoff: Crosswind	☒ CK	Powerplant	☒ CK									
Climb Procedures	☒ CK	Fuel System	☒ CK									
Configuration Changes (Slow Flight)	☒ CK	Flight Controls	☒ CK									
Steep Turns	☒ CK	Electrical and Lighting System	☒ CK									
Stall Series	☒ CK	Landing Gear and Brakes	☒ CK									
Descent	☒ CK	Avionics	☒ CK									
Landing	☒ CK	Flight Instruments	☒ CK									
Balked Landing	☒ CK	Environmental System	☒ CK									
Engine Inoperative Go Around	☒ CK	Ice and Rain Protection	☒ CK									
Engine Inoperative Landing	☒ CK	Weight and Balance	☒ CK									
Instrument Procedures		Performance	☒ CK									
IFR Clearance/NAV/COM	☒ CK	Limitations	☒ CK									
Takeoff: Instrument	☒ CK	Written Exam/Oral Evaluation	☒ CK									
Departure, Enroute, and Arrival Procedures	☒ CK											
Precision Approach - Normal	☒ CK											
Precision Approach - Engine Inoperative	☒ CK											
Non-Precision Approach - Normal	☒ CK											

☐ Differences, including any additional simulator time as applicable

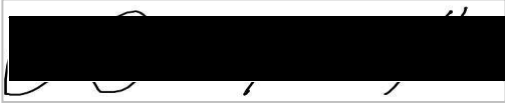
<i>Non-Precision Approach - Engine Inoperative</i>	☒	CK
<i>Circling Approach</i>	☒	CK
<i>Partial Panel Approach</i>	☒	CK
<i>Missed Approach Procedures</i>	☒	CK
<i>DME Arc</i>	☒	CK
<i>Holding</i>	☒	CK
<i>Landing from a Precision Approach</i>	☒	CK
<i>Landing from a Non-Precision Approach</i>	☒	CK
<i>Landing from a Circling Approach</i>	☒	CK
<i>Landing Engine Inoperative</i>	☒	CK
<i>Unusual Attitude Recovery</i>	☒	CK
<i>Use of Autopilot</i>	☒	CK
Powerplant		
<i>Engine Starting: Battery</i>	☒	CK
<i>Engine Starting: External Power</i>	☒	CK
<i>Engine Start Malfunctions</i>	☒	CK
<i>Engine Clearing / Flooded Engine</i>	☒	CK
<i>Powerplant System Checks</i>	☒	CK
<i>Powerplant Malfunctions</i>	☒	CK
<i>Air Start</i>	☒	CK
<i>Engine Fire</i>	☒	CK
Fuel System		
<i>Fuel Management</i>	☒	CK
<i>Fuel System Malfunctions</i>	☒	CK
Flight Controls		
<i>Flight Control Checks</i>	☒	CK
<i>Flight Control Malfunctions</i>	☒	CK
Electrical System		
<i>Electrical System Checks</i>	☒	CK
<i>Electrical System Malfunctions</i>	☒	CK
Flight Instruments/Autopilot		
<i>Flight Instrument Operation</i>	☒	CK
<i>Autopilot Malfunction</i>	☒	CK
<i>Flight Instrument Failure</i>	☒	CK
<i>Pitot/Static System Malfunction</i>	☒	CK
Landing Gear		
<i>Manual Landing Gear Extension</i>	☒	CK
<i>Landing Gear Malfunctions</i>	☒	CK
Environmental System		
<i>Environmental System Checks</i>	☒	CK
<i>Environmental System Failures</i>	☒	CK
<i>Smoke or Fume Elimination</i>	☒	CK
<i>Emergency Descent Procedure</i>	☒	CK
Ice Protection System(s)		
<i>Ice Protection System Checks</i>	☒	CK

☐ Additional Training☐ In-Aircraft Training☐ Type Rating

Ice Protection System Malfunctions

**Customer Acknowledgement**

By my signature below, I confirm that SimCom has provided me with all training specified in the syllabus for the course identified in this training record, together with any additional training or other items designated or described in this training record.



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Completion Information and Instructor SignatureCompletion Status: ☒ Sat ☐ Unsat ☐ Incomplete☐ Classroom Only ☐ VFR

Training Completion Date 11/2/2020

Instructor Signature

Signed by Carlos Kelly(CK)

[Final Review...](#)

Rev: Orig

Date: 11/20/13

Doc: Multi Engine - iGRAD

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Multi Engine Simulator and Ground Training Record

Student Name	Donald Sefton	☒ PIC ☐ SIC
Airman Certificate Number	3109922	Certificate Held ☐ ATP ☒ Commercial ☐ Private
Class Start Date		A/C Type PA31
Course Booking Name	Navajo PA31-350 Rec	
Course Name for Completion Certificate	View CC	

☐ Initial	☒ Recurrent	☐ ARC	☐ MIR	☐ Pinch Hitter
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Sim Tasks		Simulator/AC Sessions Times										
General		Session #	1	2	3	4	5	6	7	8	9	AC
Use of Checklists and Operational Procedures	☒ KEF	Hours	1.7	2.8	1.5							
Decision Making and Judgment	☒ KEF	Total Hours	6.0									
Cockpit Resource Management	☒ KEF	Required Sim/AC Hours	6.0									
Visual/Normal Procedures		Ground Modules										
Takeoff: Normal	☒ KEF	Aircraft General	☒ KEF									
Takeoff: Crosswind	☒ KEF	Powerplant	☒ KEF									
Climb Procedures	☒ KEF	Fuel System	☒ KEF									
Configuration Changes (Slow Flight)	☒ KEF	Flight Controls	☒ KEF									
Steep Turns	☒ KEF	Electrical and Lighting System	☒ KEF									
Stall Series	☒ KEF	Landing Gear and Brakes	☒ KEF									
Descent	☒ KEF	Avionics	☒ KEF									
Landing	☒ KEF	Flight Instruments	☒ KEF									
Balked Landing	☒ KEF	Environmental System	☒ KEF									
Engine Inoperative Go Around	☒ KEF	Ice and Rain Protection	☒ KEF									
Engine Inoperative Landing	☒ KEF	Weight and Balance	☒ KEF									
Instrument Procedures		Performance	☒ KEF									
IFR Clearance/NAV/COM	☒ KEF	Limitations	☒ KEF									
Takeoff: Instrument	☒ KEF	Written Exam/Oral Evaluation	☒ KEF									
Departure, Enroute, and Arrival Procedures	☒ KEF											
Precision Approach - Normal	☒ KEF											
Precision Approach - Engine Inoperative	☒ KEF											
Non-Precision Approach - Normal	☒ KEF											

☐ Differences, including any additional simulator time as applicable

<i>Non-Precision Approach - Engine Inoperative</i>	☒ KEF
<i>Circling Approach</i>	☒ KEF
<i>Partial Panel Approach</i>	☒ KEF
<i>Missed Approach Procedures</i>	☒ KEF
<i>DME Arc</i>	☒ KEF
<i>Holding</i>	☒ KEF
<i>Landing from a Precision Approach</i>	☒ KEF
<i>Landing from a Non-Precision Approach</i>	☒ KEF
<i>Landing from a Circling Approach</i>	☒ KEF
<i>Landing Engine Inoperative</i>	☒ KEF
<i>Unusual Attitude Recovery</i>	☒ KEF
<i>Use of Autopilot</i>	☒ KEF
Powerplant	
<i>Engine Starting: Battery</i>	☒ KEF
<i>Engine Starting: External Power</i>	☒ KEF
<i>Engine Start Malfunctions</i>	☒ KEF
<i>Engine Clearing / Flooded Engine</i>	☒ KEF
<i>Powerplant System Checks</i>	☒ KEF
<i>Powerplant Malfunctions</i>	☒ KEF
<i>Air Start</i>	☒ KEF
<i>Engine Fire</i>	☒ KEF
Fuel System	
<i>Fuel Management</i>	☒ KEF
<i>Fuel System Malfunctions</i>	☒ KEF
Flight Controls	
<i>Flight Control Checks</i>	☒ KEF
<i>Flight Control Malfunctions</i>	☒ KEF
Electrical System	
<i>Electrical System Checks</i>	☒ KEF
<i>Electrical System Malfunctions</i>	☒ KEF
Flight Instruments/Autopilot	
<i>Flight Instrument Operation</i>	☒ KEF
<i>Autopilot Malfunction</i>	☒ KEF
<i>Flight Instrument Failure</i>	☒ KEF
<i>Pitot/Static System Malfunction</i>	☒ KEF
Landing Gear	
<i>Manual Landing Gear Extension</i>	☒ KEF
<i>Landing Gear Malfunctions</i>	☒ KEF
Environmental System	
<i>Environmental System Checks</i>	☒ KEF
<i>Environmental System Failures</i>	☒ KEF
<i>Smoke or Fume Elimination</i>	☒ KEF
<i>Emergency Descent Procedure</i>	☒ KEF
Ice Protection System(s)	
<i>Ice Protection System Checks</i>	☒ KEF

☐ Additional Training☐ In-Aircraft Training☐ Type Rating

Ice Protection System Malfunctions

☒ KEF

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Completion Information and Instructor Signature

Completion Status: ☒ Sat ☐ Unsat ☐ Incomplete☐ Classroom Only ☐ VFR

Training Completion Date 10/31/2021

Instructor Signature

Signed by Kenneth Firestone(KEF)

[Final Review...](#)

Rev: Orig

Date: 11/20/13

Doc: Multi Engine - iGRAD

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