

**MIA08MA203**  
**ATTACHMENT 4**

**PILOT TRAINING RECORDS**



BELL 206  
FLIGHT TRANSITION TRAINING MANEUVERS

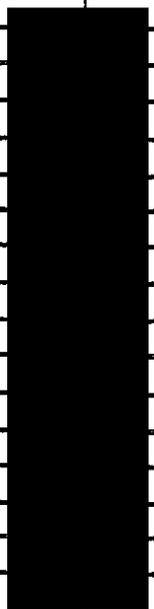
PILOT NAME: Steve Bunker

SHIP S/N: 51175

COMPANY: MARYLAND State Police Avn. Div. REGISTRATION NO.: N13210E

TRAINED AT: MARYLAND State Airport

MANEUVERS DEMONSTRATED	DATE	PILOT INITIAL
Ground Orientation (Briefing by I.P.)	11/18/86	
Flight Manual Review & Operating Limits	11/18	
Preflight Inspection	"	
Engine Starts, Run Up, Shutdown & Aborted Starts	"	
Hovering T/O & Landing	"	
Hovering Turns	"	
Hovering Autorotations	"	
Taxiing (Air \ Ground Water)	11/19	
Normal Takeoff	"	
Level Flight & Air Work	"	
Normal Approaches	"	
Maximum Performance Takeoff	"	
Steep Approaches	"	
Quick Stops (Optional)	"	
Straight-In Autorotations to Surface	11/18	
180° Autorotation to Surface	11/18	
Forced Landings	11/19	
Autorotation with a Power Recovery	11/19	
Boost-Off Approaches	11/19	
Confined Area Operations (Optional) SIM. T/R Failures	11/19	
Roof Top Operations (Optional)		
Night Flight (Optional)		
Engine Power Check (Discussion)		
Noise Abatement Procedures (Discussion)		



REMARKS: Steve is an excellent pilot - good judgement, skills, very patient and very reliable. Winds & skills came together for exceptionally good auto landings. no problem areas

DATE COMPLETED: Nov. 19, 1986 I.P. SIGNATURE:

TOTAL DUAL GIVEN: 3.6

noted. Recommend retraining in 12 months and practice touchdowns every six months would be a good investment.

STATE OF MARYLAND  
MARYLAND STATE POLICE

REPORT OF TRAINING

Traffic Safety - Given \_\_\_\_\_ Received \_\_\_\_\_

Other- - - - - Given \_\_\_\_\_ Received x \_\_\_\_\_

BARRACK OR DIVISION 22-Aviation DATE SUBMITTED 12-20-88

DATE	LENGTH OF LECTURE (IN TIME)	NUMBER PRESENT	AGE GROUP (AUDIENCE)	TOTAL MILEAGE (FROM ASSIGNMENT AND RETURN)	TOTAL TIME (TRAVEL, PREPARATION & LECTURE TIME)
11-14-88 thru 12-9-88	40 hours Groundschool 20 hours Flight Instruc- tion	6	Adults	20 miles from hotel to training facility	25 days

COMPLETE THE FOLLOWING SECTION IF THE INSTRUCTION WAS PRESENTED BY A MEMBER OF THE DEPARTMENT

NAME OF SPEAKER	SUBJECT OF LECTURE	NAME OF FILMS SHOWN (IF ANY)	BEFORE NAME OF GROUP & LOCATION

COMPLETE THE FOLLOWING SECTION IF THE TRAINING WAS RECEIVED BY A MEMBER OF THE DEPARTMENT

NAME OF MEMBER	SUBJECT OF INSTRUCTION	NAME OF INSTRUCTOR OR INSTRUCTIONS	NAME & LOCATION OF SCHOOL OR GROUP PRESENTING THE INSTRUCTIONS
Cpl (T) S. H. Bunker	Aerospatiale Dauphin II Pilot Transition Course	Mr. Richard Chartier Mr. Horace Cheeks Mr. Jim Shirley Mr. Grant Wheatley	Aerospatiale Helicopter Corp. 2701 Forum Drive Grand Prairie, Texas 75053

REMARKS: Include any information pertinent to the Department or unusual occurrences; attach copy of program (if available).

*Certificate of Appreciation*

*This is to certify that*

STEPHEN H. BUNKER

has demonstrated satisfactory standards  
of proficiency and is considered to be  
fully qualified as pilot-in-command in the

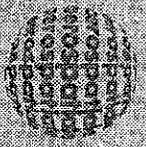
SA 365 N<sub>1</sub>

on

07 DECEMBER 1985

Transition Training Conducted by

Flight Operations



**aerospatiale**  
helicopter corporation

Division and corporate headquarters  
a subsidiary of Aerospatiale

DATE: 11/01

MARYLAND STATE POLICE  
TRAINING RECEIVED

Name: BUNKER, STEVE

ID No.: \_\_\_\_\_

Rank/Title: Civilian Helicopter Pilot

Assignment: Aviation Command - 22 Trooper

Course Title: Bell Jet Ranger FlyIt Simulator Instrument Training

Dates Attended: 4/27/2006

Presented By: MSP Aviation Training Section

Instructor: GAITLAND

MPTC Approval No. (if applicable):

Comments: SIM FLYING FLIGHT.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Number of Approaches      Non-Precision \_\_\_\_\_      Precision \_\_\_\_\_

A/C #: Sim      Grnd Time: \_\_\_\_\_      Flight Time: \_\_\_\_\_      Sim: \_\_\_\_\_

Supervisor: Review and forward copy to Training Division, file original in PER 5.

Supervisor's Signature: \_\_\_\_\_      Date: \_\_\_\_\_

Training Division:  
Date information entered into computer: \_\_\_\_\_

Data entered by:  \_\_\_\_\_

**MARYLAND STATE POLICE  
TRAINING RECEIVED**

Name: Bunker Stephen H.

ID No.: 0428

Rank/Title: Civilian Helicopter Pilot II

Assignment: Aviation Command – 22 Trooper 2 Washington

Course Title: AS365N3 Recurrent/Instrument Training

Dates Attended: 24 Aug 2006

Presented By: MSP Aviation Training Section

Instructor: Mr. Robert Corolla

MPTC Approval No. (if applicable):

Comments: Mr. Bunker successfully completed a recurrent/instrument training flight. The following maneuvers were completed. Normal T/O, normal approach, max performance T/O, steep approach, running T/O, running landing, low side gov failure, eng fire, stuck right pedal, stuck left pedal s/e land back and s/e fly away. Mr. Bunker also completed 2 ILS 1R approach to ADW. Minor discrepancies were discussed and all maneuvers were completed to standards. Brief consisted of discussing all the maneuvers to be performed in flight. Good training period.

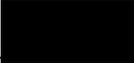
A/C #: N38MD Grnd Time: 0.5 Flight Time: 1.2 Act: 0.0 Sim: 0.6

Supervisor: Review and forward copy to Training Division, file original in PER 5.

Supervisor's Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Training Division:

Date information entered into computer: 8/4/06

Data entered by:  \_\_\_\_\_

**MARYLAND STATE POLICE  
TRAINING RECEIVED**

Name: Bunker Stephen H.

ID No.: 0428

Rank/Title: Civilian Helicopter Pilot II

Assignment: Aviation Command – 22 Trooper 2 Washington

Course Title: AS365N3 Recurrent/Instrument Training

Dates Attended: 16 February 2007

Presented By: MSP Aviation Training Section

Instructor: Mr. Robert Corolla

MPTC Approval No. (if applicable):

Comments: Mr. Bunker successfully completed a recurrent/instrument training flight. The following maneuvers were completed. Normal T/O, normal approach, max performance T/O, steep approach, running T/O, running landing S/E failure on T/O, eng fire. Mr. Bunker also completed 2 ILS approaches to ADW. Minor discrepancies were discussed and all maneuvers were completed to standards. Brief consisted of discussing all the maneuvers to be performed in flight. Good training period.

A/C #: N79MD Grnd Time: 0.5 Flight Time: 0.9 Act: 0.0 Sim: 0.6

Supervisor: Review and forward copy to Training Division, file original in PER 5.

Supervisor's Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Training Division:

Date information entered into computer: \_\_\_\_\_

Data entered by: \_\_\_\_\_

# MARYLAND STATE POLICE AVIATION COMMAND

## TRAINING RECEIVED

NAME, ID#, ASSIGNMENT: **Bunker, Stephen H 0428 Southern Region T-2**

RANK / TITLE: **Civilian Helicopter Pilot II**

DATE: **4/27/07** INSTRUCTOR: **Michael Gartland**

TYPE OF TRAINING : **Instrument Training Helicopter**

LOCATION: **Trooper 2 Andrews AFB**

AIRCRAFT N# / TYPE: **SA365 N97MD N3**

CLASSROOM TIME:  LAB TIME:

GROUND TIME: **1.0** FLIGHT TIME: **1.3**

NORMAL PROCEDURES:  EMERGENCY PROCEDURES:

INSTRUMENT FLIGHT TIME: **1.3** ACTUAL:  VIEW LIMITING DEVICE:  SIMULATOR

INSTRUCTOR MILEAGE  OVERTIME  HOURS

### COMMENTS:

Marginal weather at ADW. Mr. Bunker flew 1.3 hobbs hrs. in actual conditions. A ILS to 1L was completed to a missed app. Direct to Ratta and held for three turns. TACAN to 1L. DME arc completed to approx 40 degrees. Runway change. RV to TACAN 19L. Low approach. to RV for GPS 19R. As turning inbound on course APP advised that we had to change to ILS to 19R. SE failure and INV failure during approach to a full stop. Good A/C control. Good flight. Mr. Bunker needs very little more training to able to take his Command SPIPC check ride

MPTC APPROVED:  YES  NO Date entered in Data Base:  By:

TRAINEES SUPERVISOR: **Cpl Nathan Wheelock**

E-Mail: Pilots **Mr Keith Patterson**  
**Mr Mike Gartland**  
Medics **Sgt Paul Schneiderhan**  
**F/Sgt Charles Eisele**

**MARYLAND STATE POLICE  
AVIATION COMMAND TRAINING SECTION  
ANNUAL PILOT EVALUATION REPORT**

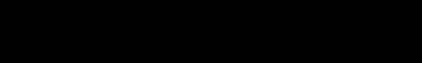
<b>NAME:</b> Bunker, Stephen H	<b>IBM #:</b> 0428	<b>DATE:</b> 10/27/2007
<b>LNK / TITLE:</b> Civilian Pilot II	<b>SECTION:</b> Wash T-2	<b>TOTAL TIME:</b> 8.0

REQUIREMENT	S	U	REMARKS
WRITTEN EXAMINATIONS	X		LIMITATIONS:100%      GENERAL: 93 %
ORAL EXAMINATION	X		Completed to Standards
I. PREFLIGHT	X		Completed to Standards
II. GROUND OPERATIONS	X		Completed to Standards
III. TAKEOFF / DEPARTURES	X		Completed to Standards
IV. IN-FLIGHT MANEUVERS	X		Completed to Standards
V. LANDINGS / APPROACHES	X		Completed to Standards
VI. EMERGENCY PROCEDURES	X		Completed to Standards
VII. MISSION - Risk Management	X		Completed to Standards

<b>A/C:</b> N61MD	<b>A/C MODEL:</b> SA365N2	<b>GROUND:</b> 3.6 HRS.	<b>FLIGHT:</b> 1.6 HRS
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Mr. Stephen Bunker was given an annual Aviation Command Flight Evaluation, a 30 day check flight, and an Instrument Proficiency Check. All of the required maneuvers were completed in accordance with the Aviation Command Standardization Guide. Mr. Bunker satisfies the requirements for an FAR flight review, has a temporary second class medical and is instrument current.

Mr. Bunker may act as PIC in the SA365 N1/N2/N3.

<b>PILOT SIGNATURE :</b> Mr. Stephen H. Bunker		<b>DATE:</b> 10/27/07
<b>INSTRUCTOR / EVALUATOR:</b> Mr. M		<b>DATE:</b> 10/27/07
<b>TRAINING SECTION SENIOR INSTRUCTOR:</b>		<b>DATE:</b> 10/27/2007
<b>TRAINING SECTION SUPERVISOR:</b> F/Sgt		<b>DATE:</b> 11/1/07
<b>COMMANDER:</b> Major Andrew McAndrew		<b>DATE:</b> 11/09/07

MARYLAND STATE POLICE AVIATION COMMAND  
ANNUAL CHECKRIDE / INSTRUCTOR CHECKLIST

PILOT: Bunker, Stephen H.

PARAMEDIC: Tpr. M. Lippy

EVALUATOR: Michael S. Gartland

DATE: 10/27,2007

**I. Briefing**

A. Crew briefing with pilot and medic

Review standards ✓ Schedule for the day ✓

Pilot in Command ✓ A/C control exchange ✓

**II. Preflight**

A. Weather ✓ PPC complete ✓, Weight and Balance ✓

B. Preflight ✓ mirror ✓ fuel check ✓ checklist ✓

Instructor Comments GOOD PREFLIGHT

**III. Written Examinations**

A. Limitations Exam (minimum score 100%) 100%

B. Open Book 100% Closed Book 85%

Total Score (minimum score 70%) 93%

Instructor Reviewed missed questions ✓

Instructor Comments \_\_\_\_\_

**IV. Oral Examination (Instructor will test knowledge in each category)**

A. General aircraft knowledge (more detailed on flight evaluation)

Preflight preparation ✓ Ground Operations (GUE) FORM & WHEELLOCK

Takeoff and Departure Phase ✓ Inflight Maneuvers ✓

Landings and approaches ✓ Emergency Procedures ✓

Instrument Procedures ✓

Instructor Comments GOOD KNOWLEDGE OF PROPER PROCEDURES

V. Flight Evaluation

A. Normal Procedures - Checklist use

Start  Taxi  Hover  Normal T/O  Max T/O   
Traffic Pattern  Normal App  Steep App   
Running T/O  Running Landing  Steep Turns   
Slopes  Deceleration

Instructor Comments \_\_\_\_\_  
\_\_\_\_\_

B. Emergency procedures (check off procedures that were covered)

Single engine failure (in ground effect)   
Single engine failure (out of ground effect - hover) fly away  land back   
Single engine failure during Normal T/O fly away  land back   
Single engine failure during Max. T/O fly away  land back   
Single engine failure in cruise   
Single engine failure Short Field Technique   
Gov. Failure Procedures  low side gov. failure landing   
Autorotation  Rotor Horn (high)  (low)   
Emergency Gear Ext.  Landing Gear Ext. Failure  LGEAR light   
Tailrotor Failure (loss of tailrotor thrust)   
Jammed pedals (right)  (left) ORAL  
Engine Fire Procedures  EXT (LH & RH)  Fail light   
Ditching Procedures   
Smoke in Cabin  Icing   
Stand by Static  Rotor Trim Loss  Torquemeter Failure  flag   
Brake Accumulator leak below 100Bar   
Generator Failure  Inverter Failure  Battery Contactor Failure   
Auto Pilot / Flight Director Failures   
Shed Bus  Battery Temp Light   
OHeat  Cargo Fire  Hyd 1 / 2  Servo  AuxHyd  HydLevel   
FuelQ  Filter Light  Eng 1 / 2  Oil Temp  Excessive Oil Press   
CHIP 1 / 2  CHIP T  CHIP M  Excessive T4   
O/Speed  Pitot 1 / 2  MGB.P  Power Loss Light   
Bleed Valve Indication  Limit Light

Other (list) \_\_\_\_\_

Instructor Comments GOOD KNOWLEDGE OF 7A PAWL  
\_\_\_\_\_  
\_\_\_\_\_

C. Instrument Procedures - IFR Recovery

Location and Type of Approach ADW. ILS TACAN  
Proper Aircraft control  transition to IFR   
ATC clearance and compliance  kneeboard/ approach plate   
CRM with Crew  Navigation  Use of all available equip.   
IFR Recovery within Standards

Instructor Comments IPC. PLS IL ADW MISSED  
DATA HOLD TACAN IL TO FULL STOP GKR  
S/E AIRROUTE - UNUSUAL ATTITUDES

D. Mission Specific (if possible)

Medevac Mission (location) ADW TO PG  
CRM with Paramedic prior to Departure (info. with each other)   
Enroute Navigation  Radio Navigation  Radio Comm.   
Conf. Area Landing  High Recon  Low Recon   
L/Z Selection  Pinnacle   
Use of Nightsun  Use of FLIR  Confirm 3 Green   
Use of Brakes  Slope  CRM with Crew   
Departure  ETAs accurate   
Helipad landing (location) PG rooftop  ground  chocks   
Helipad Departure

Other Mission (describe) \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Instructor Comments \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

VI. Postflight Procedures completed  checklist  Discrepancies yes Exceedences no

# 1 BLEED VALVE STUCK CLOSED.

VIII. Debriefing

A. Review and critique

Instructor Comments - (circle one) WITHIN STANDARDS RECOMMEND TRAINING

GOOD FLIGHT.

ALL MANEUVERS TO STANDARDS  
OR BETTER. IFR RECOVERY GOOD.

IX. Documentation and paperwork

- A. Form 22-11, reviewed and signed
- B. Medical (current 2nd Class) and pilot certificate - copies
- C. General Exam
- D. Limitations Exam
- E. BFR sign off  ITC
- F. Aerial Rescue Current 2006
- G. Instrument Current NO - ITC GIVEN @ DIRECT RIDE
- H. Crew Resource Management Training (year) 2007
- I. Water Egress Training (year) 2005

08/07 MSG

Name: Bunker, Stephen H

Section: Washington T-2

Date: 10/27/2007

Test Score: 100%

### SA365 N2 (only) Limitations Test

#### Power-on (Nr) Limits:

- Twin Engine Operations: 350 Nr (+/- 10 rpm)
- Single-Engine (Minimum Value): 295 Nr
- Single-Engine (Transient Value): 320 Nr

#### Power-off (Nr) Limits:

- Minimum/Maximum permissible emergency transient: 225/420 Nr
- Maximum steady-state: 395 Nr
- Rotor under/over speed horn: 335/380 Nr
- Minimum: 320 Nr

#### Transmission System Limitations - Maximum Permissible Total Twin-Engine Torque:

- Max. permissible transient torque for "yaw" control in a hover: : 107 %
- Hover flight and during acceleration prior to climb (Vy): : 100 %
- During forward flight: : 88 %

#### Transmission System Limitations - Maximum Permissible O.E.I. Torque:

- Max. transient (20 sec) rating: : +~~86~~5 %
- Max. 2.5 minute rating: : 57 %
- Max. 30 minute rating: : 55 %

#### Engine Limitations - Gas Generator (Ng); Twin-Engine Operations:

- Takeoff: 0 % Delta Ng, for 5 Min.
- Max. Continuous: -3.5 % Delta Ng
- Transient: +6 % Delta Ng, for 5 Seconds

#### Engine Limitations - Gas Generator (Ng); O.E.I. Operations:

- 2.5 Minute: +1.5 % Delta Ng
- 30 Minute: 0 % Delta Ng
- Max Continuous: -3.5 % Delta Ng

#### Exhaust Gas Temperature (t4) Limitations; Engine Starting:

- Max. continuous t4 temperature: 785 C.
- Max. transient t4 over temperature: 865 C.

#### Exhaust Gas Temperature (t4) Limitations; Twin Engine Operations:

- Max. T4 temperature at Takeoff rating: 845 C.
- Max. T4 temperature at max. continuous rating: 775 C.

#### Exhaust Gas Temperature (t4) Limitations; O.E.I. Operations:

- Max. t4 temperature at 2.5 minute rating: 885 C.
- Max. t4 temperature at 30 minute rating: 845 C.
- Max. t4 temperature at max. continuous: 775 C.
- Max. t4 transient temperature for 12 sec. 920 C.

#### Free Turbine (Np) Limitations:

- Minimum Np: 320 Nr
- Maximum continuous Np: 378 Nr
- Maximum transient (5 sec): 420 Nr

**MARYLAND STATE POLICE  
AVIATION COMMAND TRAINING SECTION  
INSTRUMENT PROFICIENCY CHECK**

<b>NAME:</b> Bunker, Stephen H.	<b>IBM #:</b> 0428	<b>DATE:</b> 5/13/08
<b>RANK / TITLE:</b> Civ/Pilot II	<b>SECTION:</b> Washington	

<b>WRITTEN EXAMINATIONS</b>	<b>X</b>		<b>LIMITATIONS: N/A</b>	<b>GENERAL: N/A</b>
<b>ORAL EXAMINATION</b>	<b>X</b>		<b>Completed to Standards</b>	
<b>REQUIREMENT</b>	<b>S</b>	<b>U</b>	<b>REMARKS</b>	
I. PREFLIGHT	X		Completed to Standards	
II. INSTRUMENT GROUND OPERATIONS	X		Completed to Standards	
III. INSTRUMENT PROCEDURES	X		Completed to Standards	
IV. INSTRUMENT TAKEOFF / DEPARTURES	X		Completed to Standards	
V. INSTRUMENT INFLIGHT MANEUVERS	X		Completed to Standards	
VI. INSTRUMENT LANDINGS AND APPROACHES	X		Completed to Standards	
VII. EMERGENCY PROCEDURES	X		Completed to Standards	

<b>A/C</b> N65MD	<b>A/C MODEL:</b> SA365N2	<b>GROUND:</b> 1.0	<b>FLIGHT:</b> 1.4
<p>Mr. Bunker was given an annual Instrument Proficiency Check for single pilot authorization. All of the required maneuvers were completed in accordance with the Aviation Command Standardization Guide, Operations Manual and FAR's according to Practical Test Standards. Mr. Bunker has a current second class medical and may act as <u>Single Pilot PIC for IFR Operations (Recovery Only)</u> in the SA365N1/N2/N3.</p>			
			<b>EXP. 30 Nov. 08</b>
<b>PILOT SIGNATURE:</b> Stephen H. Bunker 0428			<b>DATE:</b> 5/13/08
<b>INSTRUCTOR PILOT:</b> Robert Corolla 4501			<b>DATE:</b> 5/13/08
<b>SENIOR INSTRUCTOR PILOT SIGNATURE:</b> Mr. [Redacted]			<b>DATE:</b> 5/19/08
<b>TRAINING SECTION SUPERVISOR:</b> F/Sgt. [Redacted]			<b>DATE:</b> 5/19/08

MARYLAND STATE POLICE  
AVIATION COMMAND  
TRAINING SECTION

INSTRUMENT EVALUATION CHECK LIST

NAME: Bunker, Steven H. ID#: 0428

SECTION: Washington DATE: 5/13/08

INSTRUCTOR PILOT: Corolla, Robert

TYPE OF EVALUATION: SINGLE PILOT PIC FOR IFR OPS (RECOVERY ONLY)

**I. Preparation -Ground Phase**

**A. Personal**

1. Pilot's License  Medical  Review Currency

**B. Equipment**

Charts  Approach Plates  View Limiting Device  Computer(E6B)   
Kneeboard  Flight Plan  Checklist  Logbook

**C. Aircraft**

Flight Manual  Inspection Due  VOR Check  Transponder   
Pitot-Static System  Minimum Equip. List  Extra Headsets

**D. Pilot-Instructor-Paramedic Briefing**

1. Crew Resource Management
2. Instructor - Pilot positive exchange of flight controls
3. Who is PIC?
4. Discuss Division Standards
5. Discuss Division IFR and Single Pilot Policies
6. Minimum requirements for Annual IPC Check Ride

1 Precision Approach 1 Non Precision Approach, Tracking, Unusual Attitudes  
Holding, Partial Panel, OEI Approach, DME Arc, Missed Approach, Other  
items required by Training Section

**II. Weather Briefing - Ground Phase**

- A. Obtaining Weather Briefing - DUAT**  FSS Briefer   
 Metars  Forecast  Airmets / Sigmet  
 Notams  Pilot Reports

**III. FAR Review & AIM - Ground Phase**

**A. Instrument Flight Rules**

- New FAR's concerning Instrument Flight Rules under Part 91  
 AIM Review  
 Additional Reviews

**B. Instruments, Equipment**

- Inoperative Instruments and Equipment  
 VOR Check  
 Pitot Static System Test  
 Transponder Test

**IV. Preflight Procedures - Ground Phase**

- A. Aircraft Preflight Inspection**   
Use of Checklist

**\*\* B. Aircraft Systems related to IFR**

1. Minimum Equipment List   
2. Extra Equipment

**\*\* C. Aircraft Navigation and Flight Instruments (requirements)**

1. Pitot - Static System  Altimeter  Airspeed  VSI   
2. ADI  HSI  RMI  Standby ADI   
3. VOR  DME  ADF  GPS  LOC  G/S

**VI. Pre-Taxi - Taxi - Clearance - Departure - Enroute - Arrival**

**A. Pre-Taxi**

- \*\* Instrument Cockpit Check**

**B. Taxi**

- \*\* Clearance**  Void Times  Hold for Release

- \*\* C. Departure - takeoff procedures and min.**  Take off time

**D. Enroute**

Level off check  TAS check

**Basic Airwork - during enroute phase**

- \*\* Straight and Level  coupled  uncoupled
- \*\* Change of Airspeed  coupled  uncoupled
- \*\* Airspeed Climbs and Descents  coupled  uncoupled
- Constant Rate Climbs and Descents  coupled  uncoupled

**\*\* Intercepting/Tracking**

VOR/VORTAC Radials  coupled  uncoupled   
NDB Bearings  coupled  uncoupled  
GPS Bearings  coupled  uncoupled  
\*\* DME Arcs  coupled  uncoupled

\*\* **Holding**  *NAILED IT!*  
VOR  coupled  uncoupled @ RATTN  
GPS  coupled  uncoupled  
Intersection holding  NDB  Coupled  Uncoupled

\*\* **Engine Failure Enroute**  ON  
Electrical Failures \_\_\_\_\_  
Generator Failure  Total Gen Fail. \_\_\_\_\_ Shed Bus \_\_\_\_\_  
Inverter failure  Total AC failure \_\_\_\_\_  
System Failures *LND GEAR*  
Partial Panel - Instrument failures - No Gyros

\*\* **Unusual Attitudes**

**Other Emergencies** \_\_\_\_\_

**E. ARRIVAL**

1. **Pre-landing**  reviewed missed approach

\*\* 2. **Approaches: \*\* (required 1 non precision and 1 precision)**  
VOR Approach at *AD*  coupled  uncoupled  FD only *ACC*  
ILS Approach at *AD*  coupled  uncoupled  FD only  
LOC Approach at \_\_\_\_\_  coupled  uncoupled  FD only  
LOC/DME App at \_\_\_\_\_  coupled  uncoupled  FD only  
GPS Approach at *2nd*  coupled  uncoupled  FD only  
PAR (other) \_\_\_\_\_ at \_\_\_\_\_  coupled  uncoupled  FD only

- \*\* 3. Missed Approach ✓ *coupled* ✓ *uncoupled* ✓
- 4. Continue to Runway ✓ Helipad \_\_\_\_\_
- \*\* 5. Engine Failure during Approach ✓ Fly away missed approach ✓
- 6. Electrical failures ✓
  - Generator failure ✓
  - Inverter failure ✓
  - System Failures \_\_\_\_\_

TOTAL FLIGHT TIME: 1.4 SIMULATED: 1.2 ACTUAL: 8

INSTRUCTOR COMMENTS / RECOMMENDATION Good Good Job.  
Should be SP IFR!

INSTRUCTOR SIGNATURE: 

This checklist is to be used for all instrument evaluations, Initial, Annual Evaluations, and IPC Evaluations. Check off only those items that apply to the type of evaluation given.

**INSTRUCTOR CHECKLIST:**

- 1. ✓ Copy of Certificates and Medical
- 2. ✓ Form 22-11
- 3. ✓ Log Book Endorsement for IPC
- 4. N/A Initial Instrument Evaluation
- 5. N/A Annual Instrument Evaluation
- 6. ✓ Instrument Proficiency Check
- 7. N/A Complete detailed report to the Commander for Initial Single Pilot
- 8. ✓ Checklist

\*\* DOUBLE STAR ITEMS ARE REQUIRED ITEMS TO BE COMPLETED DURING IPC EVALUATIONS IN ACCORDANCE WITH FAA PRACTICAL TEST STANDARDS WITHIN THE BELOW LISTED TOLERANCES..

**TOLERANCES:**

**BASIC AIRWORK / TRACKING**

AIRSP +/- 10 KTS    HEADING +/- 10 DEG    ALT +/- 100'    BANK ANGLE (TURNS) +/- 5 DEG

**NON PRECISION APPROACH**

>FA SEG: ALT +/- 100'    HEADING +/- 10 DEG    CDI <3/4 DEG DEFL    RMI +/- 10 DEG    AIRSP +/- 10 KTS

**PRECISION APPROACH**

>FA SEG:    ALT +/- 100'                      HEADING +/- 10 DEG                      AIRSP +/- 10 KTS  
>FAF:        LOC > 3/4 DEFL                      G/S > 3/4 DEFL                      AIRSP +/- 10 KTS

**MISSED APPROACH**

AIRSP +/- 10 KTS                      HEADING +/- 10 DEG                      ALT +/- 100'