

Pilot Flight Training Record (Multi-Engine)

*Freedom
Air ★★*

Name: _____ Position: _____ A/C Type: _____

Type of Training: Initial Upgrade Recurrent Requalification

| MANEUVERS | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|---|-------|---|---|---|---|---|---|---|---|---|----|
| YEAR: | DATE: | | | | | | | | | | |
| 44. Preflight | | | | | | | | | | | |
| a. Visual Inspection | | | | | | | | | | | |
| b. Pretaxi Procedures | | | | | | | | | | | |
| c. Performance Limitations | | | | | | | | | | | |
| 45. Takeoff | | | | | | | | | | | |
| a. Taxiing | | | | | | | | | | | |
| b. Normal Takeoff | | | | | | | | | | | |
| c. Rejected Takeoff (prior to 50% Vmc)(Simulated malfunction) | | | | | | | | | | | |
| d. Short Field Takeoff | | | | | | | | | | | |
| e. Crosswind Takeoff | | | | | | | | | | | |
| f. Engine Failure before Vmc (Rejected Takeoff) | | | | | | | | | | | |
| g. Engine Failure after Vmc | | | | | | | | | | | |
| 46. Flight Procedures | | | | | | | | | | | |
| a. Climbs and Climbing Turns | | | | | | | | | | | |
| b. Shallow and Medium Turns | | | | | | | | | | | |
| c. Steep Power Turns | | | | | | | | | | | |
| d. Approaches to Stalls | | | | | | | | | | | |
| e. Maneuvering at Minimum Control Airspeed | | | | | | | | | | | |
| f. Propeller Feathering and Unfeathering | | | | | | | | | | | |
| g. Maneuvering with Powerplant Inoperative | | | | | | | | | | | |
| h. Vmc Demonstration | | | | | | | | | | | |
| i. Unusual Attitude Recovery | | | | | | | | | | | |
| 47. IFR Approaches | | | | | | | | | | | |
| a. VFR Procedures | | | | | | | | | | | |
| b. Instrument Approach Briefing | | | | | | | | | | | |
| c. IFR Precision Approaches | | | | | | | | | | | |
| d. IFR Non-Precision Approaches | | | | | | | | | | | |
| e. Missed Approaches | | | | | | | | | | | |
| f. Instrument Holding Procedures | | | | | | | | | | | |
| g. Visual Approach | | | | | | | | | | | |
| h. Contact Approach | | | | | | | | | | | |

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Instructions

- a. The procedure is basically the same as the Ground Training form except that the flight training is in the same Curriculum segment and is not indicated next to the module number.
- b. The time recorded is the flight time for that flight.
- c. The person signing the completion of a training form must be a supervisor of training. Normally, this is the Director of Training, and in his absence the General Manager or designee. Because this is a process control, an instructor who performed the instruction must NOT sign or certify any training that he/she has completed.