## Pilot Flight Training Record (Multi-Engine)

Freedom Air ★★

Name: Position: A/C Type:										
Type of Training: ☐ Initial ☐ Upg	□ 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				1			1			
b. Shallow and Medium Turns										
c. Steep Power Turns							-			
d. Approaches to Stalls										
e. Maneuvering at Minimum Control Airspeed										
f. Propeller Feathering and Unfeathering				1			1			
g. Maneuvering with Powerplant Inoperative							-			
h. Vmc Demonstration										
i. Unusual Attitude Recovery							+			
47 IED Approaches										
47. IFR Approaches a. VFR Procedures										
b. Instrument Approach Briefing										
c. IFR Precision Approaches										
d. IFR Non-Precision Approaches										
e. Missed Approaches							<u> </u>			
f. Instrument Holding Procedures										
g. Visual Approach							1			
h. Contact Approach							1			
2 3.11831. 1.рг. 33.11							1			

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MANEUVERS	1	2	3	4	5	6	7	8	9	10
YEAR: DATE:										
48. Landings										
a. Normal										
b. From Precision Instrument Approach										
c. With 50% Loss of Power on One Side										
d. Short Field Landing										
e. Crosswind Landing										
f. No Flap Approach and Landing										
g. Rejected Landing										
48A. After Landing										
a. Parking										
b. Emergency Evacuation										
	+									
	+									
FLIGHT TIME:	1									

Grading System: I-Introduced/Incomplete, <b>S-</b> Satisfactory, <b>U</b> -Unsatisfactory, <b>D</b> -Demonstrated/Discussed The above training is satisfactorily completed in accordance with the Light Multi-Engine Aircraft Training Program:						
, certify that all flight modules have been satisfactorily completed.	training for the above is satisfact	orily completed and all appropriate				
nstructor's Name/Signature:	_1	Date:/				
Frainee's Signature:	Date:/					

## **Pilot Flight Training Record (Multi-Engine) 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.