

RECORD OF PILOT TRAINING (T-33)

NAME HARRISON, MARSHALL G.		GRADE W/1	DATE ASSIGNED 6 JULY 70
BIRTH DATE 6 DEC	TYPE TRAINING (P-AC-IP-FE) REQUAL/FAI	DATE LAST CURRENT IN AIRCRAFT	PREVIOUS TIME IN AIRCRAFT
		GROUND SCHOOL DATE QUAL 20 & 21 JULY WGS 28 & 29 JULY	

WRITTEN EXAMINATIONS					
TYPE	DATE	GRADE	TYPE	DATE	GRADE
OPEN BOOK			F E WRITTEN		
CLOSED BOOK			CRITICAL AREA		

PROFICIENCY RATING SCALE

B -- BRIEFED ONLY
D -- DEMONSTRATED ONLY
P -- PILOT PRACTICED MANEUVER
Q -- PILOT PROFICIENT IN MANEUVER

AUG

FLIGHT TRAINING

FLT NR	DATE	NR APPROACHES/LANDINGS					PILOT TIME		TRAINING TIME		INSTRUCTOR'S NAME
		LDGS	GCA	ILS	VOR	TACAN	VFR	INSTRU/ HOOD	THIS FLT	ACCUM TOT	
TR 1	0830 10	6					2.0		2.0	2.0	Bowen
4 2	1300 10		2	1	1	1	0.1	2.0	2.1	4.1	
7 3	1430 12			3	1	1		2.5	2.5	6.6	
2 4	0830 14	5		2	1		1.8	.2	2.0	8.8	ST JEAN
8 5	0830 14	9					1.6		1.6	10.4	
9 6	1300 14			1	1	1	.1	1.0	1.1	11.5	Parker
7											Gallagher
8											
9											
10											
11											
12											

PILOT QUALIFIED FOR

☒ P ☐ AC ☐ IP ☐ FE

SIGNATURE OF FLIGHT EXAMINER

James Gallagher

		REMARKS (Flight no. & signature)												
I PREFLIGHT TRAINING		1	2	3	4	5	6	7	8	9	10	11	12	TR-1 Safe in all phases. He is still a bit rough in the normal pattern. Recommend you concentrate on pattern & landings as much as possible on next front seat ride. TR-4 No problem at all. Very good all phase. Exceptionally smooth. P. Bowen
1. PREFLIGHT PREPARATION	Q P													
2. AIRCRAFT INSPECTION	Q P													
3. STARTING PROCEDURES	Q													
4. NORMAL GROUND OPERATIONS	Q													
5.														
6.														
II AIRWORK		1	2	3	4	5	6	7	8	9	10	11	12	
1. TAKEOFF	Q													
2. CLIMB	Q													
3. LEVEL OFF AND CRUISE	Q													
4. TURNS	Q													
5. TRIM	Q													
6. POWER/AIRSPED RELATIONSHIPS	Q													
7. THROTTLE MANIPULATION	Q													
8. USE OF SPEED BRAKES	Q													
9. VERTICAL RECOVERY														
10. HIGH-SPEED DIVE RECOVERY														
11. STALL CHARACTERISTICS/RECOVERY	Q													
12. SLOW FLIGHT	Q													
13.														
14.														
15.														
III TRAFFIC PATTERN		1	2	3	4	5	6	7	8	9	10	11	12	
1. SIMULATED FLAMEOUT	2 Q													
2. NORMAL AND GO AROUND	3 Q													
3. NO - FLAP	2 Q													
4. MINIMUM RUN	1 Q													
5. SINGLE ENGINE														
6. CLOSED	3 Q													
7.														
8.														
IV INSTRUMENTS		1	2	3	4	5	6	7	8	9	10	11	12	
1. ATC CLEARANCE			Q											
2. INSTRUMENT COCKPIT CHECK			Q											
3. DEPARTURE PROCEDURES (SID)			Q											
4. BASIC INSTRUMENTS			Q											
5. VOR			Q											
6. TACAN			Q											
7. HOLDING			Q											
8. PENETRATION			Q											
9. NON-PRECISION APPROACH	2		Q											
10. GCA	2		Q											

IV. INSTRUMENTS (Continued)												
	1	2	3	4	5	6	7	8	9	10	11	12
11. ILS			4	4								
12. MISSED APPROACH			3	4								
13. FLIGHT DIRECTOR SYSTEM			4	4								
14. STEEP TURNS			4	4								
15. UNUSUAL ATTITUDE RECOVERIES			4	4								
16.												
17.												
V. NIGHT												
	1	2	3	4	5	6	7	8	9	10	11	12
1. INSPECTIONS AND PROCEDURES				4								
2. COCKPIT FAMILIARIZATION				4								
3. TAKE OFF				4								
4. CLIMB				4								
5. UNUSUAL ATTITUDE RECOVERIES				4								
6. TRAFFIC PATTERNS				4								
7.												
VI. NAVIGATION												
	1	2	3	4	5	6	7	8	9	10	11	12
1. FLIGHT PLANNING				4								
2. SID				4								
3. ATC PROCEDURES				4								
4. USE OF NAVIGATION AIDS				4								
5. INSTRUMENT PROCEDURES				4								
6. APPROACH				4								
7. LANDINGS				4								
8.												
9.												
VII. GENERAL (S OR U ONLY)												
	1	2	3	4	5	6	7	8	9	10	11	12
1. EMERGENCY PROCEDURES	S	S	S	S								
2. JUDGEMENT	S	S	S	S								
3. CREW COORDINATION	S	S	S	S								
4. USE OF COMM. RADIOS	S	S	S	S								
5. USE OF NAV. RADIOS	S	S	S	S								
6. USE OF CHECK LIST	S	S	S	S								
7. COPILOT DUTIES			S									
8.												
9.												
10.												
11.												
12.												
13.												
14.												
15.												

NAVIGATION (05/03) -
EXCELLENT RIDE
ALL PHASES - NO
PROBLEMS.
F. J. M. J.

NOTE & OUT:
PROCEDURES
GOOD - PATTERNS
EXCELLENT, LANDING
EXCELLENT - NO
PROBLEM.
F. J. M. J.