| FLIGHT | | | | AIRCRAFT | | | REMARKS & ENDORSEMENTS |
|---|---|---|---|---|---|---|---|
| DATE 1972 | FROM | TO | LNDS. | TYPE | IDENT. NO. | ENG. H. P. | |
| 7/1 | SAC | Local | 1 | C-150 | 8314J | C 100 | TURNS. O.C. Nelson 1549875 CFI [illegible] DEMO OF CONTROLS C. Climbs [illegible] |
| 8/1 | SAC | Local | 1 | C-150 | 8314J | C 100 | O.C. Nelson 1549875 CFI TURNS Pitch Power A/S |
| 9/1 | SAC | Local | 1 | C-150 | 8314J | C 100 | O.C. Nelson 1549875 CFI P-P-AS TURNS TO SPC. HDG. CLIMBS DECSENTS |
| 10/1 | Sac | LCL | 1 | C-150 | 8314J | C 100 | TURNS-CLIMBS-DESCENTS-LEVEL-OFF Chris Kattan 2025313 CFI |
| 73 1/4 | SAC | LOCAL | 1 | C-150 | 3824J | C 100 | TURNS LOW LEVEL FLT. SHOWING EFFECTS OF WIND O.C. Nelson 1549875 CFI |
| '98 7/14 | SAC | SAC | 1 | C172 | 5193K | 160 | Glenn #1 Gpn. Stn 1941390 8-99 |
| 7/16 | SAC | SAC | 1 | C172 | 5193K | 160 | Glenn #2 Gpn. Stn 1941390 8-99 |
| 7/18 | SAC | SAC | 1 | C-172 | 5193K | 160 | RAY C KINNEY, CFI A-I-ME 1434664 EXP 6-30-00 [signature] |
| 7/21 | SAC | SAC | 1 | C172 | 5193K | 160 | Glenn #4a Gpn. Stn 1941390 8-99 |
| 7/27 | SAC | SAC | 1 | C172 | 5193K | 160 | Glenn #4 Gpn. Stn 1941390 8-99 |

I CERTIFY THAT THE FOREGOING ENTRIES ARE TRUE AND CORRECT.

PILOT'S SIGNATURE

PAGE TOTAL →

PREVIOUS TOTAL →

TOTAL TO DATE →

| DURATION | | PILOT IN COMMAND | | DUAL | | CO-PILOT | NIGHT | INSTRUMENTS | | |
|---|---|---|---|---|---|---|---|---|---|---|
| AIRCRAFT CLASS | | LOCAL | X – C | LOCAL | X – C | | | ACTUAL | SIMUL. | TRAINER |
| E/E | | | | | | | | | | |
| 7 | 7 | | | 7 | | | | | | |
| 8 | 8 | | | 8 | | | | | | |
| 8 | 8 | | | 8 | | | | | | |
| 8 | 8 | | | 8 | | | | | | |
| 8 | 8 | | | 8 | | | | | | |
| 10 | 10 | | | 10 | | | | | | |
| 9 | 9 | | | 9 | | | | | | |
| 10 | 10 | | | 10 | | | | | 05 | |
| 10 | 10 | | | 10 | | | | | | |
| 11 | 11 | | | 11 | | | | | | |
| 89 | 89 | | | 89 | | | | | 5 | |
| 0 | 0 | | | 0 | | | | | 0 | |
| 89 | 89 | | | 89 | | | | | 5 | |

| FLIGHT | | | | AIRCRAFT | | | REMARKS & ENDORSEMENTS |
|---|---|---|---|---|---|---|---|
| DATE 1943 | FROM | TO | LNDS. | TYPE | IDENT. NO. | ENG. H. P. | |
| 7/30 | SAC | LCL | | C(T) | 5193K | 160 | SLO FLT EMER. DESC P OFF STALL EMER. ENG OUT |
| 8/4 | SAC-QS3- | SAC | 1 | C(T) | 5193K | 160 | LESSON #5 |
| 8/6 | SAC-QS3- | SAC | 3 | C(T) | 5193K | 160 | LESSON #6 |
| 8/11 | SAC-MHR- | SAC | 4 | C(T) | 5193K | 160 | LESSON #7a TOUCH+GOs |
| 8/13 | SAC-QS3- | SAC | 4 | C(T) | 5193K | 160 | LESSON #7 TOUCH+GOs |
| 8/18 | SAC-RIO- | SAC | 4 | C(T) | 5193K | 160 | LESSON #8a SLIPS-GO-AROUND TOUCH+GOs |
| 8/20 | SAC-QS3- | SAC | 3 | C(T) | 5193K | 160 | LESSON #8-9a 1 OFF STALL TOUCH+GO SLO FLT. STEEP TURNS |
| 8/25 | SAC-QS3- | SAC | 2 | C(T) | 5193K | 160 | LESSON #9b R ON S, TAC, EMERG. LNDG. SITES, HOODWORK |
| 8/27 | SAC-QS3- | SAC | 7 | C(T) | 5193K | 160 | LESSON #9 TOUCH+GOs, GO-AROUND |
| 9/1 | SAC-MHR- | SAC | 5 | C(T) | 5193K | 160 | LESSON #10a S-TURNS, TURNS AROUND, TOUCH+GO, GO-AROUND, EMERG. DESC. |

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PILOT'S SIGNATURE

PAGE TOTAL →

PREVIOUS TOTAL →

TOTAL TO DATE →

| DURATION | | PILOT IN COMMAND | | DUAL | | CO-PILOT | NIGHT | INSTRUMENTS | | |
|---|---|---|---|---|---|---|---|---|---|---|
| AIRCRAFT CLASS | | LOCAL | X – C | LOCAL | X – C | | | ACTUAL | SIMUL. | TRAINER |
| SEC | | | | | | | | | | |
| 1 | 1 | | | 1 | 1 | | | | | |
| 1 | 3 | | | 1 | 3 | | | | | |
| 1 | 2 | | | 1 | 2 | | | | | |
| 1 | 0 | | | 1 | 0 | | | | | |
| 1 | 1 | | | 1 | 1 | | | | | |
| 1 | 2 | | | 1 | 2 | | | | | |
| 1 | 2 | | | 1 | 2 | | | | | |
| 1 | 2 | | | 1 | 2 | | | | 2 | |
| 1 | 4 | | | 1 | 4 | | | | | |
| 1 | 3 | | | 1 | 3 | | | | | |
| 12 | 0 | | | 12 | 0 | | | | 2 | |
| 8 | 9 | | | 8 | 9 | | | | 5 | |
| 20 | 9 | | | 20 | 9 | | | | 7 | |

| FLIGHT | | | | AIRCRAFT | | | REMARKS & ENDORSEMENTS |
|---|---|---|---|---|---|---|---|
| DATE 1998 | FROM | TO | LNDS. | TYPE | IDENT. NO. | ENG. H. P. | |
| 9/2 | SAC-QS3-SAC | | 7 | C172 | 5193K | 160 | TOUCH+GO. NO FLP LNDG, POWER OFF (EMERG) LNDG |
| 9/3 | SAC-QS3-SAC | | 6 | C172 | 5193K | 160 | TOUCH+GOs |
| 9/10 | SAC-QS3-SAC | | 5 | C172 | 5193K | 160 | TOUCH+GO's |
| 9/17 | SAC | SAC | 6 | C172 | 5193K | 160 | T/O & LDG, X-WIND T/O & LDGS [signature] GEN. HAKAMATA CFI-A-I-ME 2302385 EXP 08/2000 |
| 9/22 | SAC-MHR-SAC | | 6 | C172 | 5193K | 160 | TOUCH+GO's |
| 9/24 | SAC-QS3-SAC | | 7 | C172 | 5193K | 160 | FIRST SOLO |
| 9/29 | SAC-QS3-SAC | | 3 | C172 | 5193K | 160 | REVIEW FOR STAGE 1 CHECK |
| 10/1 | Sac | Sac | 3 | C172 | 5193K | 160 | Stage #1 ck [signature] 1941390 8-99 |
| 10/13 | SAC-RIU-SAC | | 3 | C172 | 5193K | 160 | LESSON #13 REVIEW GR. REF. MAN. LNDGS |
| 10/15 | SAC-RIU-SAC | | 2 | C172 | 5193K | 160 | X-WIND LNDG-DEMO VOR TRACKING |

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PILOT'S SIGNATURE

PAGE TOTAL →

PREVIOUS TOTAL →

TOTAL TO DATE →

| DURATION | | | | PILOT IN COMMAND | | | | DUAL | | | | CO-PILOT | | NIGHT | | INSTRUMENTS | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AIRCRAFT CLASS | | | | LOCAL | | X – C | | LOCAL | | X – C | | | | | | ACTUAL | | SIMUL. | | TRAINER | |
| | | SEL | | | | | | | | | | | | | | | | | | | |
| | | 1 | 3 | [illegible] | | | | 1 | 3 | | | | | | | | | | | | |
| | | 1 | 4 | [illegible] | | | | 1 | 4 | | | | | | | | | | | | |
| | | 1 | 2 | [illegible] | | | | 1 | 2 | | | | | | | | | | | | |
| | | 1 | 1 | | | | | 1 | 1 | | | | | | | | | | | | |
| | | 1 | 0 | [illegible] | | | | | 0 | | | | | | | | | | | | |
| | | 1 | 7 | | 4 | | | 1 | 3 | | | [illegible] | | | | | | | | | |
| | | 1 | 2 | | | | | 1 | 2 | | | [illegible] | | | | | | 3 | | | |
| | | | 9 | | | | | | 9 | | | | | | | | | 3 | | | |
| | | 1 | 4 | [illegible] | | | | | 4 | | | | | | | | | | | | |
| | | 1 | 0 | [illegible] | | | | | 0 | | | | | | | | | | | | |
| | | 12 | 2 | | 4 | | | 11 | 8 | | | | | | | | | 6 | | | |
| | | 20 | 9 | | Ø | | | 20 | 9 | | | | | | | | | 7 | | | |
| | | 33 | 1 | | 4 | | | 32 | 7 | | | | | | | | 1 | 3 | | | |

| FLIGHT | | | | AIRCRAFT | | | REMARKS & ENDORSEMENTS |
|---|---|---|---|---|---|---|---|
| DATE 1998 | FROM | TO | LNDS. | TYPE | IDENT. NO. | ENG. H. P. | |
| 10/20 | SAC - MAR - SAC | | 5 | C172 | 5193K | 160 | SECOND SOLO - 3 T.O. - LNDGS |
| 10/22 | SAC - Q53 - SAC | | 5 | C172 | 5193K | 160 | SHORT - SOFT T.O. - LNDG |
| 10/27 | SAC | LCL | 1 | C172 | 5193K | 160 | STALLS, SLO FLT, STEEP TURNS |
| 10/27 | SAC | LCL | 1 | C172 | 5193K | 160 | STALLS, SLO FLT TURNS AROUND A POINT |
| 10/29 | SAC | LCL | 1 | C172 | 5193K | 160 | VOR, NDB HOODWORK |
| 11/3 | SAC - MOD - SAC | | 2 | C172 | 5193K | 160 | FIRST X-C PILOTAGE/VOR 1 NIGHT LNDG |
| 11/5 | SAC - 2Q3 - SAC | | 7 | C172 | 5193K | 160 | NIGHT T.O./LNDGS STALLS - SLO FLT |
| 11/12 | SAC - LVK - SAC | | 2 | C172 | 5193K | 160 | NIGHT X-C |
| 11/24 | SAC - MOD - 0S8 - SAC | | 3 | C172 | 5193K | 160 | X-C - SOLO |
| 12/1 | SAC | LCL | 2 | C172 | 5193K | 160 | Gleim #21 [signature] 1941390 8-99 |

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PILOT'S SIGNATURE

PAGE TOTAL →

PREVIOUS TOTAL →

TOTAL TO DATE →

| DURATION | | PILOT IN COMMAND | | | | DUAL | | | | CO-PILOT | | NIGHT | | INSTRUMENTS | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AIRCRAFT CLASS | | LOCAL | | X – C | | LOCAL | | X – C | | | | | | ACTUAL | | SIMUL. | | TRAINER | |
| SEL | | | | | | | | | | | | | | | | | | | |
| 1 | 3 | | 8 | | | | 5 | | | | | | | | | | | | |
| 1 | 2 | | | | | 1 | 2 | | | | | | | | | | | | |
| 1 | 0 | | | | | 1 | 0 | | | | | | | | | | | | |
| | 6 | | .6 | | | | | | . | | | | | | | | | | |
| 1 | 2 | | | | | 1 | 2 | | | | | | | | | 3 | | | |
| 1 | 8 | | | | | | | 1 | 8 | | | | | | | | | | |
| 1 | 5 | | | | | 1 | 5 | | | | | 1 | 5 | | | | | | |
| 1 | 6 | | | | | | | 1 | 6 | | | 1 | 6 | | | | | | |
| 1 | 9 | ~~1 9~~ | | 1 | 9 | | | | | | | | | | | | | | |
| 1 | 1 | | | | | 1 | 1 | | | | | | | | | | | | |
| 13 | 2 | 1 | 4 | 1 | 9 | 6 | 5 | 3 | 4 | | | 3 | 3 | | | 3 | | | |
| 33 | 1 | | .4 | | Ø | 32 | 7 | | Ø | | | | Ø | | | 1 | 3 | | |
| 46 | 3 | 1 | 8 | 1 | 9 | 39 | 2 | 3 | 4 | | | 3 | 3 | | | 1 | 6 | | |

| FLIGHT | | | | AIRCRAFT | | | REMARKS & ENDORSEMENTS |
|---|---|---|---|---|---|---|---|
| DATE 19 | FROM | TO | LNDS. | TYPE | IDENT. NO. | ENG. H. P. | |
| 12/9 | SAC - MOD | - SAC | 2 | C172 | 5193K | 160 | SOLO X-C |
| 12/15 | Sac → Rill → Sac | | 4 | C172 | 5193K | 160 | Night T/O & Landings [illegible] |
| 12/15 | SAC | SAC | 1 | C172 | 5193K | 160 | SOLO PRACTICE |
| 12/17 | SAC | | 1 | C172 | 5193K | 160 | SOLO PRACTICE |
| 2nd 8 Sep | Marysville | = Local | 1 | N1 SNJS | 3617K | 600 | [illegible] |
| | | | | | | | |
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PILOT'S SIGNATURE

PAGE TOTAL →

PREVIOUS TOTAL →

TOTAL TO DATE →

| DURATION | | PILOT IN COMMAND | | DUAL | | CO-PILOT | NIGHT | INSTRUMENTS | | |
|---|---|---|---|---|---|---|---|---|---|---|
| AIRCRAFT CLASS | | LOCAL | X – C | LOCAL | X – C | | | ACTUAL | SIMUL. | TRAINER |
| SEL | | | | | | | | | | |
| 1 8 | | | 1 8 | | | | | | | |
| .9 | | | | .9 | | | .9 | | | |
| 1 5 | | 1 5 | | | | | | | | |
| 1 0 | | 1 0 | | | | | | | | |
| 1 1 | | | | 1 1 | | [illegible] | | | | |

MR. MIKE ASHLEY HAS SATISFACTORILY COMPLETED A PRESOLO KNOWLEDGE ~~TEST~~ OF THE PORTIONS OF FAR PARTS 61 AND 91 APPLICABLE TO STUDENT PILOTS, AIRSPACE RULES AND PROCEDURES FOR THE AIRPORT WHERE THE SOLO FLIGHT WILL BE PERFORMED, AND THE FLIGHT CHARACTERISTICS AND OPERATIONAL LIMITATIONS FOR A C-172

9-24-98 [signature] 545848872CFII Ex 6/99

I HAVE GIVEN MR. MIKE ASHLEY THE FLIGHT INSTRUCTION REQUIRED BY FAR 61.87(c) IN A C172. HE HAS DEMONSTRATED PROFICIENCY IN THE APPLICABLE MANEUVERS AND PROCEDURES LISTED IN FAR 61.87(d)(1) THROUGH (15) AND IS PROFICIENT TO MAKE SAFE SOLO FLIGHTS IN A C172. INSTRUCTOR APPROVAL REQUIRED BEFORE EACH SOLO FLIGHT.

9-24-98 [signature] 545848872CFII Ex 6/99

I HAVE GIVEN MR. MIKE ASHLEY THE INSTRUCTION REQUIRED BY FAR 61.87(n). HE HAS MET THE REQUIREMENTS OF FAR 61.87(n) AND IS PROFICIENT TO MAKE SAFE SOLO FLIGHTS IN A C172. INSTRUCTOR APPROVAL REQUIRED JUST PRIOR TO EACH SOLO FLIGHT.

9-24-98 [signature] 545848872CFII Ex 6/99

I HAVE FLOWN WITH MR MIKE ASHLEY AND FIND HIM PROFICIENT TO PRACTICE LANDINGS AND TAKEOFFS AT RIU, MHR, 053. LANDINGS AND TAKEOFFS AT RIU, MHR, AND 053 AR AUTHORIZED SUBJECT TO SKYWALK SAFETY POLICIES.

10-13-98 [signature] 545848872CFII Ex 6/99

I HAVE GIVEN MR. MIKE ASHLEY THE FLIGHT TRAINING REQUIRED BY FAR 61.93(b)(1) THROUGH (5) IN A C172 AND FIND HIM PROFICIENT TO CONDUCT SOLO X-COUNTRY FLIGHTS IN THAT MAKE AND MODEL AIRCRAFT, SUBJECT TO THE CONDITIONS STIPULATED IN AN ENDORSEMENT FOR EACH SPECIFIC X-COUNTRY FLIGHT.

11-24-98 [redacted] 5458488 FI CFI 6/99

I HAVE REVIEWED THE PREFLIGHT PLANNING AND PREPARATIONS OF MR. MIKE ASHLEY AND ATTEST THAT HE IS PREPARED TO MAKE THE SOLO FLIGHT UNDER THE KNOWN CIRCUMSTANCES FROM SAC TO MOD TO OSC VIA DIRECT WITH LANDINGS AT OSC, MOD AND SAC IN A C172 ON 11-24-98 CALL SKYWALK COLLECT AT 916-391-1957 IF NEEDED.

11-24-98 [redacted] 5458488 CFII Ex 6/99

12-9-98: "I have review the preflight planning and preparations of MR. M. ASHLEY and attest that he is prepared to make the solo flight safely under the know circumstances from KSAC to KSAC via KMOD, KQ59 in a Cessna 172 on this date. Call Sky Walk Collect @ (916) 391-1957 if assistance is needed."

GEN HAKAMATA CFI-A-I-ME
~~2302385~~ EXP 2/2000