

RECORD OF TRAINING / CHECKING

James Paul McDowell

JM Group, Inc.

during the period September 16, 2013 through September 20, 2013 has completed

FlightSafety's GIV, 61.58 Recurrent PIC Course

Model: Gulfstream GIV/G300/G400

Ground Training Curriculum

Aircraft General	Flight Controls	Weight & Balance
Electrical	Ice and Rain Protection	Performance
Fuel	Pneumatics	Flight Planning
Powerplant	Air Conditioning/Pressurization	Approved AFM/AOPM
Auxiliary Power Unit (APU)	Oxygen	Windshear Training
Fire Protection	Aircraft Lighting	Crew Resource Management (CRM)
Hydraulics	Avionics	Systems Integration
Thrust Reversers	Warning Systems	
Landing Gear and Brakes	Systems Review, Examination and Critique	

Ground Training Hours: 16.00

Briefing/Debriefing Hours: 5.50

Flight Training Curriculum

Flight Simulator: Pilot Flying 6.00
Pilot Not Flying 6.00
Total Hours: 12.00

FAR 61 Endorsements: 61.57(b)[✓] 61.57(e)(3)(ii)(D)[✓]

FAR 61 Test/Checks: 61.58(PIC)[✓]

Pilot accomplished 500 RVR Takeoff Pilot accomplished 500 RVR Rejected Takeoff
One Takeoff and one Landing at Max demonstrated crosswind
Right seat takeoff and landing accomplished.

Remarks

EFVS was trained as part of the normal pilot training curriculum.
HUD was trained as part of the normal pilot training curriculum.
Date/No. Takeoff/Night Landings: 09/19/13 - 6

MAILED
SEP 24 2013



Roff Sasser - Manager

Savannah Learning Center

23Sep13

Date

Client Training Audit / Attendance Record
 Savannah Learning Center
 FlightSafety International
 James Paul McDowell / JM Group, Inc.
 GIV, 61.58 Recurrent PIC
 Start Date: 16Sep13

Date: 9/20/13
 Time: 12:35

Day/Date/Time	Instructor/ Duration Hrs	Unit/ Type	Digitally Signed By	Flying Hours	Not Flying Hours	Academics completed/scheduled
Mon 09/16/13 08:00 - 10:00	Donald J. Mallardi 2.00	542RP-GS01 Aircraft Systems	Donald Mallardi 17Sep13 07:27			Aircraft General Auxiliary Power Unit (APU) Avionics Landing Gear and Brakes Thrust Reversers Electrical Fire Protection Flight Controls Fuel Ice and Rain Protection Oxygen Pneumatics Powerplant Systems Review, Examination and Critique Hydraulics Aircraft Lighting Warning Systems Air Conditioning/Pressurization
Mon 09/16/13 10:00 - 12:00	Donald J. Mallardi 2.00	542RP-GS02 General Operational Subjects	Donald Mallardi 17Sep13 07:27			Crew Resource Management (CRM) Flight Planning Weight & Balance Performance Windshear Training Approved AFM/AOPM
Mon 09/16/13 13:00 - 16:00	Donald J. Mallardi 3.00	542RP-GS03 Aircraft Systems	Donald Mallardi 17Sep13 07:27			
Mon 09/16/13 16:00 - 17:00	Donald J. Mallardi 1.00	542RP-GS04 General Operational Subjects	Donald Mallardi 17Sep13 07:28			
Tue 09/17/13 08:00 - 12:00	Donald J. Mallardi 4.00	542RP-GS05 Aircraft Systems	Donald Mallardi 17Sep13 17:20			
Tue 09/17/13 13:00 - 16:00	Donald J. Mallardi 3.00	542RP-GS06 Aircraft Systems	Donald Mallardi 17Sep13 17:21			
Tue 09/17/13 16:00 - 17:00	Donald J. Mallardi 1.00	542RP-SIT01 Systems Integration	Donald Mallardi 17Sep13 17:21			Systems Integration
Wed 09/18/13 07:00 - 08:00	Jerome D. Zaucha 1.00	542RP-SIM01P Briefing (Simulator)	Jerome Zaucha 18Sep13 13:19			
Wed 09/18/13 08:00 - 12:00	Jerome D. Zaucha 4.00	542RP-SIM01P Full Flight Simulation	Jerome Zaucha 18Sep13 13:19	2.00	2.00	
Wed 09/18/13 12:00 - 13:00	Jerome D. Zaucha 1.00	542RP-SIM01P Briefing (Simulator)	Jerome Zaucha 18Sep13 13:19			
Thu 09/19/13 07:00 - 08:00	Jerome D. Zaucha 1.00	542RP-SIM02P Briefing (Simulator)	Jerome Zaucha 19Sep13 13:42			
Thu 09/19/13 08:00 - 12:00	Jerome D. Zaucha 4.00	542RP-SIM02P Full Flight Simulation	Jerome Zaucha 19Sep13 13:42	2.00	2.00	IN-FLIGHT MANEUVERS
Thu 09/19/13 12:00 - 13:00	Jerome D. Zaucha 1.00	542RP-SIM02P Briefing (Simulator)	Jerome Zaucha 19Sep13 13:42			
Fri 09/20/13 07:00 - 08:00	Jerome D. Zaucha 1.00	542RP-SIM03P Briefing (Simulator)	Jerome Zaucha 20Sep13 12:32			
Fri 09/20/13 08:00 - 12:00	Jerome D. Zaucha 4.00	542RP-SIM03P Full Flight Simulation	Jerome Zaucha 20Sep13 12:32	2.00	2.00	PREFLIGHT PROCEDURES TAKEOFF AND DEPARTURE PHASE INSTRUMENT PROCEDURES APPROACHES LANDINGS AND APPROACHES TO LANDINGS NORMAL/ABNORMAL PROCEDURES

EMERGENCY PROCEDURES
FIRST FLIGHT PROCEDURES
SPECIAL EMPHASIS AREAS - PTS

En 09/20/13 Jerome D 542RP-SIM03P Jerome Zaucha [REDACTED]
12:00 - 12:30 Zaucha Briefing (Simulator) 20Sep13 12:02
0:50

Endorsements:

Endorsements:Client Pairing Signoff [X]	Jerome Zaucha	[REDACTED]	18Sep13 13:14
Endorsements:EFVS [X]	Jerome Zaucha	[REDACTED]	18Sep13 13:14
Endorsements:HUD [X]	Jerome Zaucha	[REDACTED]	18Sep13 13:14
Endorsements:Recommend FSI Pro Card [X]	Jerome Zaucha	[REDACTED]	20Sep13 12:15
FAR 61 Endorsements:61.57(b) [X]	Jerome Zaucha	[REDACTED]	20Sep13 12:15
FAR 61 Endorsements:61.57(e)(3)(ii)(D) [X]	Jerome Zaucha	[REDACTED]	20Sep13 12:15
FAR 61 Test/Checks:61.58(PIC) [X]	Jerome Zaucha	[REDACTED]	20Sep13 12:15

Client Training Audit / Attendance Record
 Savannah Learning Center
 FlightSafety International
 James Paul McDowell / JM Group, Inc.
 GIV, 61.58 Recurrent PIC
 Start Date: 16Sep13

Date: 9/20/13
 Time: 12:35

Training Curriculum Hours Summary

	Completed Activity	Required Activity
Ground Training Curriculum Summary		
Aircraft Systems	12.00	12.00
General Operational Subjects	3.00	3.00
Systems Integration	1.00	1.00
Ground Training Hours:	16.00	16.00
Briefing/Debriefing Hours:	5.50	0.00
Flight Training Curriculum Summary		
Simulator - pilot flying	6.00	6.00
Simulator - pilot not flying	6.00	6.00
Flight Training Hours:	12.00	12.00
Aircraft - pilot flying	0.00	0.00
Aircraft - pilot not flying	0.00	0.00
Flight Training Hours:	0.00	0.00



FlightSafety

FLIGHT TRAINING RECORD Gulfstream GIV/G300/G400 Pilot RECURRENT

Client:	James Paul McDowell	
Customer:	JM Group, Inc.	
Certificate:		
Certificate Holder:		
Aircraft Model:	Gulfstream GIV/G300/G400	
Pilot Home Base:		
Pilot Certificate:	Type	Issuing Country
	ATP	UNITED STATES

Start Date:	16Sep13		
Objectives:	61.58(PIC)		
Course:	Type (Version)	Revision	Rev. Date
	61-58 (002) 0000009541	0008	01Apr13
Trng Devices:	FSI#	FAA#	JAA#
	Level D 561	820	

ADDITIONAL REQUIREMENTS INDICATED BY INFORMATION IN PARENTHESES: (F) FSI, (C) CANADA, (A) JAA, (D) CANADA (CA)						
Training Period		09/18	09/19	09/20		
DATE: 16Sep13 to 20Sep13	Sim/AC#:	561	561	561		
	Level:	D	D	D		
INSTRUCTOR INITIALS	TOTALS	JDZ	JDZ	JDZ		
Left Seat	PF	5.75	2.00	2.00	1.75	
	PNF	0.00	0.00	0.00	0.00	
Right Seat	PF	0.25	0.00	0.00	0.25	
	PNF	6.00	2.00	2.00	2.00	
1. PREFLIGHT PROCEDURES						
a. Preflight Inspection (Cockpit Only)						
b. Powerplant Start-Normal/Abnormal	Normal					
	Abnormal					
c. Taxiing			1	1		
d. Pretakeoff Checks			1	1		
2. TAKEOFF AND DEPARTURE PHASE						
a. Normal Takeoff			1	1		
b. Instrument Takeoff -RVR:(1000')						
b. Instrument Takeoff -RVR:(500')			1	1		
c. Departure Procedure			1	1		
d. Powerplant Failure During Takeoff						
e. Crosswind Takeoff	1			1		
f. Rejected Takeoff				1		
g. Windshear						
3. INFLIGHT MANEUVERS						
a. Steep Turns						
b. Approach to Stall, Clean Configuration						
c. Approach to Stall, Takeoff or Approach Configuration						
d. Approach to Stall, Landing Configuration						
e. Recovery From Unusual Attitudes						
f. Powerplant Failure (Including Shutdown and Restart)						
g. TCAS			1			
h. CFIT/GPWS	1					
i. Stick Pusher Demonstration (Opt)	T					
4. INSTRUMENT PROCEDURES						
a. Standard Terminal Arrival/FMS Procedures			1	1		
b. Holding			1			

INSTRUMENT PROCEDURES		09/18	09/19	09/20					
c. Precision Approach, All Engines Operating -RVR:(2400')				1					
c. Precision Approach, All Engines Operating -RVR:(1200')			1	1					
d. Missed Approach From a Precision Approach			1	1					
e. Nonprecision Approach 1			1	1					
f. Precision Approach, One Engine Inoperative -RVR:(1800')									
g. Nonprecision Approach 2	1								
h. Circling Approach				1					
i. Missed Approach with a Powerplant Failure									
APPROACHES		09/18	09/19	09/20					
a. CAT II (Opt)	Normal								
	Abnormal								
b. CAT III (Opt)	Normal								
	Abnormal								
c. FMS Approach (Opt)	Normal			1					
	Abnormal	1	1						
d. GPS (Opt)	Normal			1					
	Abnormal	1	1						
e. ILS (Opt)	Normal	1		1					
	Abnormal		1						
f. ILS (Coupled) (Opt)	Normal	1		1					
	Abnormal		1						
g. LOC (Opt)	Normal		1						
	Abnormal								
h. LOC/BC (Opt)	Normal								
	Abnormal								
i. LOC/DME (Opt)	Normal								
	Abnormal								
j. NDB (Opt)	Normal								
	Abnormal								
k. RNAV (Opt)	Normal			1					
	Abnormal	1	1						
l. Standby Instruments (Opt)	Normal								
	Abnormal								
m. Visual (Opt)	Normal		1						
	Abnormal			1					
n. VOR (Opt)	Normal								
	Abnormal								
o. VOR/DME (Opt)	Normal								
	Abnormal								
p. Precision (Opt)	Normal	1		1					
	Abnormal			1					
p. Precision (Opt)	Manual - Raw Data								
	Manual - Flight Director			1					
	Manual - Single Engine			1					
	Manual - One Engine Inop			1					
q. Nonprecision (Opt)	Normal	1	1	1					
	Abnormal	1	1						
	Procedure Turn								
	Manual w/o Vec								
r. Missed Approaches (Opt)	From Precision	1	1	1					
	Published	1	1	1					
	Powerplant Failure		1	1					

		09/18	09/19	09/20						
6. LANDINGS AND APPROACHES TO LANDINGS										
a. Normal Landing			1	1						
b. Rejected Landing										
c. Landing from a Precision Approach			1	1						
d. Approach and Landing With a Powerplant Failure		1								
e. Crosswind Landing				1						
f. Landing from a Circling Approach				1						
g. Windshear										
h. Landing From a No Flap or Nonstandard Flap Approach			1							
7. NORMAL/ABNORMAL PROCEDURES										
a. Powerplant	Normal		1	1						
	Abnormal		1							
b. Electrical System	Normal		1	1						
	Abnormal									
c. Navigation and Avionics Systems	Normal		1	1						
	Abnormal									
d. Automatic Flight Control System, EFIS and Related Subsystems	Normal		1	1						
	Abnormal									
e. Aircraft and Personal Emergency Equipment				1						
f. Fuel System	Normal	1		1						
	Abnormal									
g. Hydraulic Systems	Normal	1		1						
	Abnormal									
h. Flight Control Systems	Normal	1		1						
	Abnormal									
i. Anti-ice and Deice Systems	Normal	1		1						
	Abnormal									
j. Environmental System	Normal	1	1							
	Abnormal									
k. Pressurization System	Normal	1	1							
	Abnormal									
l. Fire Detection and Extinguishing Systems	Normal	1	1							
	Abnormal									
8. EMERGENCY PROCEDURES										
a. Airframe Icing			1	1						
b. Inflight Fire/Smoke Removal										
c. Emergency Evacuation		1								
d. Rapid Decompression										
e. Emergency Descent										
9. POST FLIGHT PROCEDURES										
a. After Landing Procedures			1	1						
b. Parking and Securing			1	1						
10. SPECIAL EMPHASIS AREAS - PTS										
a. Positive Aircraft Control (Opt)		T	T	T						
b. Procedures for Positive Exchange of Flight Controls (Opt)		T	T	T						
c. Stall/Spin Awareness (Opt)										
d. Special Use Airspace and Other Airspace Areas (Opt)										
e. Collision Avoidance Procedures (Opt)				T						
f. Wake Turbulence & Low Level Wind Shear Avoidance Procedures (Opt)										
g. Runway Incursion Avoidance & Good Cockpit Discipline During Taxi Ops (Opt)		T	T	T						

SPECIAL EMPHASIS AREAS (PIS)		09/18	09/19	09/20
h. Land and Hold Short Operations (LAHSO) (Opt)				
i. Controlled Flight Into Terrain (CFIT) (Opt)				
j. Aeronautical Decision Making (ADM)/Risk Management (Opt)				
k. Crew/Single-Pilot Resource Mgmt (CRM/SRM) to include Automation Mgmt (Opt)				
l. Recognition of Wing Contamination to Icing (Opt)				
m. Adverse Effects of Wing Contamination (Opt)				
n. Icing Procedures as Published in AFM (Opt)				
o. Traffic Awareness, "See and Avoid" Concept (Opt)				

OFF TAKEOFF AND LANDINGS		09/18	09/19	09/20
TOTALS				
TAKEOFFS	DAY			
	NIGHT	10	2	4
LANDINGS	DAY			
	NIGHT	6	2	4

INSTRUCTOR INITIALS		INSTRUCTOR	
JDZ		Jerome D. Zaucha [REDACTED]	

Customer Requirements	YES	NO	Instructor Digital Signature
Pilot Flying Right Seat Required: Perform one right seat take off and one right seat landing p	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Jerome Zaucha [REDACTED] 20Sep13 12:15
Specific Cross Wind Training Requested: Per Jim McDowell accomplish a takeoff and landing at max dem	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Jerome Zaucha [REDACTED] 19Sep13 13:37
Takeoff RVR Required: 500 RVR Takeoff and Abort As per James McDowell, Chief Pilot	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Jerome Zaucha [REDACTED] 19Sep13 13:37
Endorsements	YES	NO	Instructor Digital Signature
Differences in Crew SOPs, Callouts, Checklist Usage and CRM Expectations have been Trained.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Jerome Zaucha [REDACTED] 18Sep13 13:14
EFVS was used during training	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Jerome Zaucha [REDACTED] 18Sep13 13:14
HUD was used during training	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Jerome Zaucha [REDACTED] 18Sep13 13:14
Recommend FSI Pro Card	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Jerome Zaucha [REDACTED] 20Sep13 12:15

GRADING LEGEND:

1 = PROFICIENT
 2 = NORMAL PROGRESS
 3 = NEEDS ADDITIONAL TRAINING
 4 = UNSATISFACTORY

T = TRAINED PROCEDURE ONLY
 D = DISCUSSED
 C = COMPLETE (FOR LOFT ONLY)

Remarks are Encouraged. A Grade of 3 or 4 Requires Remarks.
 JAA Clients Require Daily Remarks to Include Identifier of Airports Used.
 Shaded cells indicate task is in lesson for that day.

DATE	REMARKS
18Sep13 JDZ	FAR 61.58 Visuals for this session were KPHX-KTUS. A qualified SIC was provided from another company and the usage of check lists and call outs were discussed. All maneuvers completed were to PTS. Excellent CRM and cockpit management.
19Sep13 JDZ	Visuals for this session were KTEB--KJFK. Discussed cold WX operations and the effects of snow and ice on the aircraft on take off, during flight and on approach. Events included 24 knot cross wind take off and landing, 500' RVR take off, 1800' RVR approach and single engine approaches. All were to PTS. Good systems knowledge. Excellent CRM and cockpit management.
20Sep13 JDZ	Visuals for this session were KMEM--KMEM. All required FAR 61.58 events were completed to PTS. Additional requested events completed were: 500' RVR take off and aborted take off, max demonstrated cross wind take off and landing, right seat take off and approach and approaches using the HUD and EVS. All events completed to PTS. Excellent CRM and SIM control. Course completed.



Customer Requirements - Training

Center: Savannah (1107)
Reservation Date Range: 16Sep13 - 16Sep13

JM Group, Inc.

James Paul McDowell

Training Dates: 16Sep13 to 20Sep13

Customer: JM Group, Inc. / Training Request

Course Objective: 61-58
Training Objective(s): 61-58

Instructors:
Malerhoffer, Henry F
Mallard, Donald J

Course Completion

Documentation: FTR, Training Request, etc.

FTR requirement per company written request
Customer requests FTR be sent with ROT and Diploma when sending documents.

Training Review/FTR

Training Completion: 61-58, 61-59, 61-60, 61-61, 61-62, 61-63, 61-64, 61-65, 61-66, 61-67, 61-68, 61-69, 61-70, 61-71, 61-72, 61-73, 61-74, 61-75, 61-76, 61-77, 61-78, 61-79, 61-80, 61-81, 61-82, 61-83, 61-84, 61-85, 61-86, 61-87, 61-88, 61-89, 61-90, 61-91, 61-92, 61-93, 61-94, 61-95, 61-96, 61-97, 61-98, 61-99, 62-00, 62-01, 62-02, 62-03, 62-04, 62-05, 62-06, 62-07, 62-08, 62-09, 62-10, 62-11, 62-12, 62-13, 62-14, 62-15, 62-16, 62-17, 62-18, 62-19, 62-20, 62-21, 62-22, 62-23, 62-24, 62-25, 62-26, 62-27, 62-28, 62-29, 62-30, 62-31, 62-32, 62-33, 62-34, 62-35, 62-36, 62-37, 62-38, 62-39, 62-40, 62-41, 62-42, 62-43, 62-44, 62-45, 62-46, 62-47, 62-48, 62-49, 62-50, 62-51, 62-52, 62-53, 62-54, 62-55, 62-56, 62-57, 62-58, 62-59, 62-60, 62-61, 62-62, 62-63, 62-64, 62-65, 62-66, 62-67, 62-68, 62-69, 62-70, 62-71, 62-72, 62-73, 62-74, 62-75, 62-76, 62-77, 62-78, 62-79, 62-80, 62-81, 62-82, 62-83, 62-84, 62-85, 62-86, 62-87, 62-88, 62-89, 62-90, 62-91, 62-92, 62-93, 62-94, 62-95, 62-96, 62-97, 62-98, 62-99, 63-00, 63-01, 63-02, 63-03, 63-04, 63-05, 63-06, 63-07, 63-08, 63-09, 63-10, 63-11, 63-12, 63-13, 63-14, 63-15, 63-16, 63-17, 63-18, 63-19, 63-20, 63-21, 63-22, 63-23, 63-24, 63-25, 63-26, 63-27, 63-28, 63-29, 63-30, 63-31, 63-32, 63-33, 63-34, 63-35, 63-36, 63-37, 63-38, 63-39, 63-40, 63-41, 63-42, 63-43, 63-44, 63-45, 63-46, 63-47, 63-48, 63-49, 63-50, 63-51, 63-52, 63-53, 63-54, 63-55, 63-56, 63-57, 63-58, 63-59, 63-60, 63-61, 63-62, 63-63, 63-64, 63-65, 63-66, 63-67, 63-68, 63-69, 63-70, 63-71, 63-72, 63-73, 63-74, 63-75, 63-76, 63-77, 63-78, 63-79, 63-80, 63-81, 63-82, 63-83, 63-84, 63-85, 63-86, 63-87, 63-88, 63-89, 63-90, 63-91, 63-92, 63-93, 63-94, 63-95, 63-96, 63-97, 63-98, 63-99, 64-00, 64-01, 64-02, 64-03, 64-04, 64-05, 64-06, 64-07, 64-08, 64-09, 64-10, 64-11, 64-12, 64-13, 64-14, 64-15, 64-16, 64-17, 64-18, 64-19, 64-20, 64-21, 64-22, 64-23, 64-24, 64-25, 64-26, 64-27, 64-28, 64-29, 64-30, 64-31, 64-32, 64-33, 64-34, 64-35, 64-36, 64-37, 64-38, 64-39, 64-40, 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65-84, 65-85, 65-86, 65-87, 65-88, 65-89, 65-90, 65-91, 65-92, 65-93, 65-94, 65-95, 65-96, 65-97, 65-98, 65-99, 66-00, 66-01, 66-02, 66-03, 66-04, 66-05, 66-06, 66-07, 66-08, 66-09, 66-10, 66-11, 66-12, 66-13, 66-14, 66-15, 66-16, 66-17, 66-18, 66-19, 66-20, 66-21, 66-22, 66-23, 66-24, 66-25, 66-26, 66-27, 66-28, 66-29, 66-30, 66-31, 66-32, 66-33, 66-34, 66-35, 66-36, 66-37, 66-38, 66-39, 66-40, 66-41, 66-42, 66-43, 66-44, 66-45, 66-46, 66-47, 66-48, 66-49, 66-50, 66-51, 66-52, 66-53, 66-54, 66-55, 66-56, 66-57, 66-58, 66-59, 66-60, 66-61, 66-62, 66-63, 66-64, 66-65, 66-66, 66-67, 66-68, 66-69, 66-70, 66-71, 66-72, 66-73, 66-74, 66-75, 66-76, 66-77, 66-78, 66-79, 66-80, 66-81, 66-82, 66-83, 66-84, 66-85, 66-86, 66-87, 66-88, 66-89, 66-90, 66-91, 66-92, 66-93, 66-94, 66-95, 66-96, 66-97, 66-98, 66-99, 67-00, 67-01, 67-02, 67-03, 67-04, 67-05, 67-06, 67-07, 67-08, 67-09, 67-10, 67-11, 67-12, 67-13, 67-14, 67-15, 67-16, 67-17, 67-18, 67-19, 67-20, 67-21, 67-22, 67-23, 67-24, 67-25, 67-26, 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72-99, 73-00, 73-01, 73-02, 73-03, 73-04, 73-05, 73-06, 73-07, 73-08, 73-09, 73-10, 73-11, 73-12, 73-13, 73-14, 73-15, 73-16, 73-17, 73-18, 73-19, 73-20, 73-21, 73-22, 73-23, 73-24, 73-25, 73-26, 73-27, 73-28, 73-29, 73-30, 73-31, 73-32, 73-33, 73-34, 73-35, 73-36, 73-37, 73-38, 73-39, 73-40, 73-41, 73-42, 73-43, 73-44, 73-45, 73-46, 73-47, 73-48, 73-49, 73-50, 73-51, 73-52, 73-53, 73-54, 73-55, 73-56, 73-57, 73-58, 73-59, 73-60, 73-61, 73-62, 73-63, 73-64, 73-65, 73-66, 73-67, 73-68, 73-69, 73-70, 73-71, 73-72, 73-73, 73-74, 73-75, 73-76, 73-77, 73-78, 73-79, 73-80, 73-81, 73-82, 73-83, 73-84, 73-85, 73-86, 73-87, 73-88, 73-89, 73-90, 73-91, 73-92, 73-93, 73-94, 73-95, 73-96, 73-97, 73-98, 73-99, 74-00, 74-01, 74-02, 74-03, 74-04, 74-05, 74-06, 74-07, 74-08, 74-09, 74-10, 74-11, 74-12, 74-13, 74-14, 74-15, 74-16, 74-17, 74-18, 74-19, 74-20, 74-21, 74-22, 74-23, 74-24, 74-25, 74-26, 74-27, 74-28, 74-29, 74-30, 74-31, 74-32, 74-33, 74-34, 74-35, 74-36, 74-37, 74-38, 74-39, 74-40, 74-41, 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Personal Information

Name: Mr. James Paul McDowell
Preferred / Nickname: Jim
Title: Chief Pilot
Date of Birth: 30-OCT-52
Client ID: [REDACTED]
Home Address: [REDACTED]

UNITED STATES

Home Phone: [REDACTED]

Work Phone: [REDACTED]

Cell Phone: [REDACTED]

Email: [REDACTED]

Country of Citizenship: UNITED STATES

Emergency Contact#: [REDACTED]

Customer Information *If changes to the Customer Info below are needed, please see your Customer Support Representative*

JM Group, Inc. [REDACTED]

Position

Name

Title

Aviation Director

Chief of Maintenance

Chief Pilot

New Castle DE 19720 UNITED STATES

Phone: [REDACTED] Fax: [REDACTED]

Last Updated: 13Aug12

Flight Experience Information

Total Time PIC (hours): 17800 18200
Total Time SIC (hours): 0
Total Time Multi-Engine Turbine (hours): 9800 10200
Total Time Fixed Wing (hours): 17800 18200
Total Time Multi-Engine (hours): 0 Last 6 Mo: 0
Total Time Instrument (hours): 0 Last 6 Mo: 0

Total Time Flight Engineer (hours): 0

Total Time Rotorcraft (hours): 0

EFIS Experience?: If Yes Type: GIV

Type of Flight Director/FMS: _____

Required if JAA Client

Multi Crew Coordination Requirement?

Last Updated: 13Aug12

Aircraft Information

Registration Number of Aircraft Training on: 8 N121JM

Serial #: 1399

Certificate Information

Certificate No.: 2233019

Issuing Country: US

Issuing Agency: FAA

Category	Class	Level	Instrument Rating?	Centerline Thrust Limitation?
Airplane	Multi Engine Land	ATP	Yes	No

Type Rating	Hours	Type	Date Earned	SOE Limit	VFR Only?
G-IV	2400.00 <u>2800</u>	PIC		No	No
G-V	.00	PIC			
G-1159	4700.00	PIC			
L-1329	1000.00	PIC			

Type Rating Held	Hours in Type	Type Rating Held	Hours in Type	Type Rating Held	Hours in Type

Other Aircraft Experience

Additional Information

Local Accommodations: _____

Room #: _____

Last FSI Course: GIV, Advanced Troubleshooting (Mx)

Date: 12Aug13

Please Sign Here: _____

Mr. James Paul McDowell

Date: 16 Aug 13

Printed On: 09Sep13

[REDACTED]
9/16/13