

RECORD OF TRAINING / CHECKING

Bauke Egbert De Vries
JM Group, Inc.

during the period **September 12, 2013 through September 17, 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: 18.00
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(a)[✓] 61.57(b)[✓] 61.57(c)[✓] 61.57(d)[✓]
FAR 61 Test/Checks: 61.58(PIC)[✓]

Pilot accomplished 800 RVR Takeoff
Pilot accomplished 500 RVR Rejected Takeoff
One Takeoff and one Landing at Max demonstrated crosswind
Right seat takeoff and landing accomplished.



Donald Gorman - Manager

Philadelphia / Wilmington Ctr

19 Sep 13
Date

Client Training Audit / Attendance Record
 Philadelphia / Wilmington Ctr
 FlightSafety International
 Bauke Egbert De Vries / JM Group, Inc.
 GIV, 81.58 Recurrent PIC
 Start Date: 12Sep13

Date: 9/19/13
 Time: 00:48

Day/Date/Time	Instructor / Duration Hrs	Unit / Type	Digitally Signed By	Flying Hours	Not Flying Hours	Academics completed/scheduled
Thu 09/12/13 08:00 - 12:00	Stephen W. Devansky 4.00	542RP-GS01 Aircraft Systems	Steve Devansky 13Sep13 07:13			Aircraft General Auxiliary Power Unit (APU) Electrical Fire Protection Fuel Powerplant
Thu 09/12/13 13:00 - 17:00	Stephen W. Devansky 4.00	542RP-GS02 Aircraft Systems	Steve Devansky 13Sep13 07:14			Landing Gear and Brakes Thrust Reversers Flight Controls Ice and Rain Protection Pneumatics Hydraulics Air Conditioning/Pressurization
Fri 09/13/13 08:00 - 11:00	Stephen W. Devansky 3.00	542RP-GS03 General Operational Subjects	Steve Devansky 13Sep13 16:58			Crew Resource Management (CRM) Flight Planning Weight & Balance Performance Windshear Training Approved AFM/AOPM
Fri 09/13/13 11:00 - 12:00	Stephen W. Devansky 1.00	542RP-SIT01 Systems Integration	Steve Devansky 13Sep13 17:00			Systems Integration
Fri 09/13/13 13:00 - 17:00	Stephen W. Devansky 4.00	542RP-GS04 Aircraft Systems	Steve Devansky 13Sep13 17:02			Avionics Oxygen Systems Review, Examination and Critique Aircraft Lighting Warning Systems
Sat 09/14/13 19:00 - 20:00	John J. Suzanski 1.00	542RP-SIM1P Briefing (Simulator)	John Suzanski 15Sep13 18:31			
Sat 09/14/13 20:00 - 00:00	John J. Suzanski 4.00	542RP-SIM1P Full Flight Simulation	John Suzanski 15Sep13 18:31	2.00	2.00	PREFLIGHT PROCEDURES POST FLIGHT PROCEDURES
Sun 09/15/13 00:00 - 01:00	John J. Suzanski 1.00	542RP-SIM1P Briefing (Simulator)	John Suzanski 15Sep13 18:31			
Sun 09/15/13 19:00 - 20:00	John J. Suzanski 1.00	542RP-SIM2P Briefing (Simulator)	John Suzanski 19Sep13 00:46			
Sun 09/15/13 20:00 - 00:00	John J. Suzanski 4.00	542RP-SIM2P Full Flight Simulation	John Suzanski 19Sep13 00:46	2.00	2.00	INSTRUMENT PROCEDURES APPROACHES LANDINGS AND APPROACHES TO LANDINGS SPECIAL EMPHASIS AREAS - PTS
Mon 09/16/13 00:00 - 01:00	John J. Suzanski 1.00	542RP-SIM2P Briefing (Simulator)	John Suzanski 19Sep13 00:45			
Mon 09/16/13 19:30 - 20:00	John J. Suzanski 0.50	542RP-135CHK Briefing (Simulator)	John Suzanski 19Sep13 00:40			
Mon 09/16/13 20:00 - 00:00	John J. Suzanski 4.00	542RP-135CHK Full Flight Simulation	John Suzanski 19Sep13 00:40	2.00	2.00	TAKEOFF AND DEPARTURE PHASE IN-FLIGHT MANEUVERS NORMAL/ABNORMAL PROCEDURES EMERGENCY PROCEDURES
Tue 09/17/13 00:00 - 01:00	John J. Suzanski 1.00	542RP-135CHK Briefing (Simulator)	John Suzanski 19Sep13 00:40			

Endorsements:
 Endorsements:Client Pairing Signoff [X] John Suzanski 15Sep13 18:31
 Endorsements:Recommend FSI Pro Card [X] John Suzanski 19Sep13 00:45

FAR 61 Endorsements:61.57(a) [X]	John Suzenski	[REDACTED]	19Sep13 00:44
FAR 61 Endorsements:61.57(b) [X]	John Suzenski	[REDACTED]	19Sep13 00:44
FAR 61 Endorsements:61.57(c) [X]	John Suzenski	[REDACTED]	19Sep13 00:44
FAR 61 Endorsements:61.57(d) [X]	John Suzenski	[REDACTED]	19Sep13 00:44
FAR 61 Test/Checks:61.68(PIC) [X]	John Suzenski	[REDACTED]	19Sep13 00:44

Client Training Audit / Attendance Record
 Philadelphia / Wilmington Ctr
 FlightSafety International
 Bauke Egbert De Vries / JM Group, Inc.
 GIV, 61.58 Recurrent PIC
 Start Date: 12Sep13

Date: 9/19/13
 Time: 00:48

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:	5.60	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

** Completed Activity or Module/Task hours are less than Required.



Client Information Sheet Mr. Bauke Egbert De Vries

GIV, 61.58 Recurrent PIC
61-58
12Sep13
Last Updated: 25Mar12

Personal Information

Name: Mr. Bauke Egbert De Vries
 Preferred / Nickname: Michael
 Title: Pilot
 Date of Birth: [REDACTED]
 Client ID: [REDACTED]
 Home Address: [REDACTED]
 Marlon NJ 08053
 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: Chief Pilot Name: Jim McDowell Title: [REDACTED]
 New Castle DE 19720 UNITED STATES
 Phone: [REDACTED] Fax: [REDACTED]

Flight Experience Information

Total Time PIC (hours): 7875 8275
 Total Time SIC (hours): 0
 Total Time Multi-Engine Turbine (hours): 0
 Total Time Fixed Wing (hours): 10650 11050
 Total Time Multi-Engine (hours): 0 Last 6 Mo: 200 200
 Total Time Instrument (hours): 0 Last 6 Mo: 0 15

Last Updated: 23Apr12

Total Time Flight Engineer (hours): 0
 Total Time Rotorcraft (hours): 0
 EFIS Experience?: If Yes Type: _____
 Type of Flight Director/FMS: SPZ8400
 Required if JAA Client
 Multi Crew Coordination Requirement?:

Aircraft Information

Registration Number of Aircraft Training on: _____ Serial #: 1399 Last Updated: 23Apr12

Certificate Information

Certificate No.: [REDACTED] 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	1400.00	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: _____
 Last FSI Course: LiveLearning Fatigue Management

Room #: _____
 Date: 25SEP13
 RECEIVED
 SEP 12 2013
 BY: [REDACTED]

Please Sign Here: [REDACTED]
 Mr. Bauke Egbert De Vries

Date: 9-12-13



FlightSafety INTERNATIONAL

FLIGHT TRAINING RECORD Gulfstream GIV/G300/G400 Pilot RECURRENT

Client: Bauke Egbert De Vries
Customer: JM Group, Inc.
Certificate: FAR 135
Certificate Holder:
Aircraft Model: Gulfstream GIV/G300/G400
Pilot Home Base:
Pilot Certificate: Type ATP Issuing Country UNITED STATES

Start Date: 12Sep13
Objectives: 61.57(b); 61.57(c); 61.58(PIC)
Course: Type (Version) Revision Rev. Date
 61-58 (002) 0000009541 0008 01Apr13
Trng Devices: FSI# FAA# JAA#
 Level D 477 705 EU/DE-1A-090ZCU

ADDITIONAL REQUIREMENTS INDICATED BY INFORMATION IN PARENTHESIS - Part 135 (135), JAA (J), CANADA (CA)

Training Period		09/14	09/15	09/16	
DATE: 12Sep13 to 17Sep13		Sim/AC#: 477	477	477	
		Level: D	D	D	
INSTRUCTOR INITIALS		TOTALS	JZ	JZ	JZ
Left Seat	PF	5.60	2.00	1.50	2.00
	PNF	0.60	0.00	0.50	0.00
Right Seat	PF	0.60	0.00	0.50	0.00
	PNF	5.60	2.00	1.50	2.00
1. PREFLIGHT PROCEDURES		09/14	09/15	09/16	
a. Preflight Inspection (Cockpit Only)		1			
b. Powerplant Start-Normal/Abnormal	Normal	1			
	Abnormal	1			
c. Taxiing		1			
d. Pretakeoff Checks		1			
2. TAKEOFF AND DEPARTURE PHASE		09/14	09/15	09/16	
a. Normal Takeoff		1			
b. Instrument Takeoff -RVR:(500')		1			
c. Departure Procedure		1			
d. Powerplant Failure During Takeoff			1		
e. Crosswind Takeoff		1			
f. Rejected Takeoff			1		
g. Windshear				1	
3. IN-FLIGHT MANEUVERS		09/14	09/15	09/16	
a. Steep Turns		1			
b. Approach to Stall, Clean Configuration		1			
c. Approach to Stall, Takeoff or Approach Configuration		1			
d. Approach to Stall, Landing Configuration		1			
e. Recovery From Unusual Attitudes		1			
f. Powerplant Failure (Including Shutdown and Restart)		1			
g. TCAS			1		
h. CFIT/GPWS				1	
i. Stick Pusher Demonstration (Opt)		D			
4. INSTRUMENT PROCEDURES		09/14	09/15	09/16	
a. Standard Terminal Arrival/FMS Procedures		1			
b. Holding		1			
c. Precision Approach, All Engines Operating -RVR:(1800')		1			

4. INSTRUMENT PROCEDURES		09/14	09/15	09/16					
d. Missed Approach From a Precision Approach		1							
e. Nonprecision Approach 1		1							
f. Precision Approach, One Engine Inoperative -RVR:(1800')		1							
g. Nonprecision Approach 2		1							
h. Circling Approach		1							
i. Missed Approach with a Powerplant Failure			1						
5. APPROACHES		09/14	09/15	09/16					
a. CAT II (Opt)	Normal								
	Abnormal								
b. CAT III (Opt)	Normal								
	Abnormal								
c. FMS Approach (Opt)	Normal								
	Abnormal								
d. GPS (Opt)	Normal								
	Abnormal								
e. ILS (Opt)	Normal	1							
	Abnormal	1							
f. ILS (Coupled) (Opt)	Normal	1							
	Abnormal	1							
g. LOC (Opt)	Normal								
	Abnormal								
h. LOC/BC (Opt)	Normal	1							
	Abnormal	1							
i. LOC/DME (Opt)	Normal								
	Abnormal								
j. NDB (Opt)	Normal	1							
	Abnormal	1							
k. RNAV (Opt)	Normal	1							
	Abnormal	1							
l. Standby Instruments (Opt)	Normal								
	Abnormal								
m. Visual (Opt)	Normal								
	Abnormal								
n. VOR (Opt)	Normal	1							
	Abnormal	1							
o. VOR/DME (Opt)	Normal								
	Abnormal								
p. Precision (Opt)	Normal	1							
	Abnormal	1							
	Manual - Raw Data		1						
	Manual - Flight Director	1							
	Manual - Single Engine	1							
	Manual - One Engine Inop								
	Normal	1							
q. Nonprecision (Opt)	Abnormal		1						
	Procedure Turn		1						
	Manual w/o Vec	1							
	From Precision	1							
r. Missed Approaches (Opt)	Published	1							
	Powerplant Failure		1						
6. LANDINGS AND APPROACHES TO LANDINGS		09/14	09/15	09/16					
a. Normal Landing		1							
b. Rejected Landing		1							
c. Landing from a Precision Approach		1							
d. Approach and Landing With a Powerplant Failure		1							

6. LANDINGS AND APPROACHES TO LANDINGS		09/14	09/15	09/16					
e. Crosswind Landing		1							
f. Landing from a Circling Approach		1							
g. Windshear			1						
h. Landing From a No Flap or Nonstandard Flap Approach			1						
7. NORMAL/ABNORMAL PROCEDURES		09/14	09/15	09/16					
a. Powerplant	Normal	1							
	Abnormal	1							
b. Electrical System	Normal	1							
	Abnormal	1							
c. Navigation and Avionics Systems	Normal	1							
	Abnormal	1							
d. Automatic Flight Control System, EFIS and Related Subsystems	Normal	1							
	Abnormal	1							
e. Aircraft and Personal Emergency Equipment		1							
f. Fuel System	Normal	1							
	Abnormal	1							
g. Hydraulic Systems	Normal		1						
	Abnormal		1						
h. Flight Control Systems	Normal		1						
	Abnormal		1						
i. Anti-ice and Deice Systems	Normal		1						
	Abnormal		1						
j. Environmental System	Normal			1					
	Abnormal			1					
k. Pressurization System	Normal			1					
	Abnormal			1					
l. Fire Detection and Extinguishing Systems	Normal			1					
	Abnormal			1					
8. EMERGENCY PROCEDURES		09/14	09/15	09/16					
a. Airframe Icing			1						
b. Inflight Fire/Smoke Removal				1					
c. Emergency Evacuation				1					
d. Rapid Decompression				1					
e. Emergency Descent				1					
9. POST FLIGHT PROCEDURES		09/14	09/15	09/16					
a. After Landing Procedures		1							
b. Parking and Securing		1							
10. SPECIAL EMPHASIS AREAS - PTS		09/14	09/15	09/16					
a. Positive Aircraft Control (Opt)		D							
b. Procedures for Positive Exchange of Flight Controls (Opt)		T							
c. Stall/Spin Awareness (Opt)			D						
d. Special Use Airspace and Other Airspace Areas (Opt)		D							
e. Collision Avoidance Procedures (Opt)		T							
f. Wake Turbulence & Low Level Wind Shear Avoidance Procedures (Opt)			T						
g. Runway Incursion Avoidance & Good Cockpit Discipline During Taxi Ops (Opt)			T						
h. Land and Hold Short Operations (LAHSO) (Opt)			T						
i. Controlled Flight Into Terrain (CFIT) (Opt)			T						
j. Aeronautical Decision Making (ADM)/Risk Management (Opt)		T							
k. Crew/Single-Pilot Resource Mgmt (CRM/SRM) to include Automation Mgmt (Opt)		T							

10. SPECIAL EMPHASIS AREAS - PTS				09/14	09/15	09/16				
l. Recognition of Wing Contamination to Icing (Opt)					D					
m. Adverse Effects of Wing Contamination (Opt)					D					
n. Icing Procedures as Published in AFM (Opt)					T					
o. Traffic Awareness, "See and Avoid" Concept (Opt)				T						
# OF TAKEOFF AND LANDINGS				09/14	09/15	09/16				
				TOTALS						
TAKEOFFS	DAY	5	1	2	2					
	NIGHT	7	3	2	2					
LANDINGS	DAY	5	1	2	2					
	NIGHT	7	3	2	2					
INSTRUCTOR INITIALS				INSTRUCTOR						
JZ				John J. Suzenski [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"/>	John Suzenski [REDACTED] 19Sep13 00:28				
Specific Cross Wind Training Requested: Per Jim McDowell accomplish a takeoff and landing at max dem				<input checked="" type="checkbox"/>	<input type="checkbox"/>	John Suzenski [REDACTED] 15Sep13 18:31				
Takeoff RVR Required: 500 RVR Takeoff and Abort As per James McDowell, Chief Pilot				<input checked="" type="checkbox"/>	<input type="checkbox"/>	John Suzenski [REDACTED] 19Sep13 00:28				
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"/>	John Suzenski [REDACTED] 15Sep13 18:31				
EFVS was used during training				<input type="checkbox"/>	<input checked="" type="checkbox"/>	John Suzenski [REDACTED] 15Sep13 18:31				
HUD was used during training				<input type="checkbox"/>	<input checked="" type="checkbox"/>	John Suzenski [REDACTED] 15Sep13 18:31				
Recommend FSI Pro Card				<input checked="" type="checkbox"/>	<input type="checkbox"/>	John Suzenski [REDACTED] 19Sep13 00:45				
GRADING LEGEND:										
1 = PROFICIENT					T = TRAINED PROCEDURE ONLY					
2 = NORMAL PROGRESS					D = DISCUSSED					
3 = NEEDS ADDITIONAL TRAINING					C = COMPLETE (FOR LOFT ONLY)					
4 = UNSATISFACTORY										
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
14Sep13 JZ	KTEB, KJFK, KPNE & KICT used - good systems knowledge and CRM & ADM during session
15Sep13 JZ	KJFK & KBOS used - good systems knowledge and CRM & ADM during OEI procedures