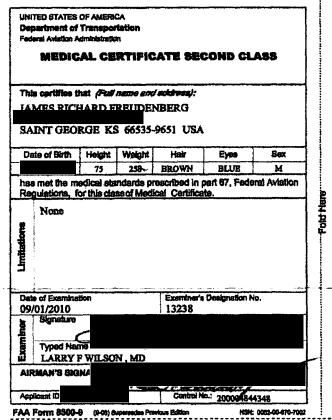


CURRENT MEDICAL CERTIFICATE

14 CFR 135.63 (a) (4) (v)

NAME: Freudenberg, James Richard

DATE: 9-1-10	CLASS: Second
DATE:	CLASS:



CONDITIONS OF ISSUE

The holder of this certificate must:

- Have it in his or her personal possession at all times while exercising privileges of an airman certificate. (14CFR § 61.8)
- Understand that the issuance of a medical certificate by an Aviation Medical Examiner may be reversed by the FAA within 60 days. (14CFR § 67.407)
- Compty with validity standards specified for first-, second-, and third-class medical certificates. (14CFR § 61.23)
- Comply with any statement of functional, operational, and/or time limitation issued as a condition of certification. (14CFR § 67.401)

(Note: A letter of authorization (or SODA) describing any such limitations must be kept with this certificate at all times while exercising the privileges of an airman certificate.)

 Comply with the standards relating to prohibitions on operation during medical deficiency. (14CFR §§ 61.53, 63.19, and 65.49)

For international Operations Only: Some holders may be affected by certain international medical standards. Consult the U.S. Aeronautical information Publication for U.S. differences with ICAO Annex 1 medical standards.

(Cut on deshed the)

AEROSPACE MEDICAL CERTIFICATION DIVISION, AAM - 300 FAA Civil Aerospace Medical Institute
Mike Monroney Aeronautical Center
P.O Box 26080
Oklahoma City, OK 73125-9914

JAMES RICHARD FREUDENBERG

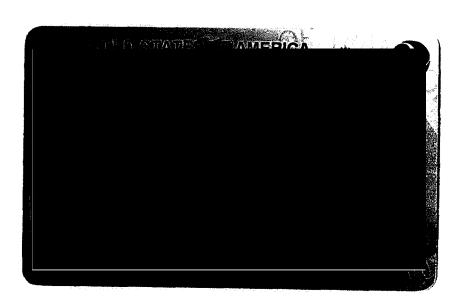
SAINT GEORGE KS 06535-9651 USA

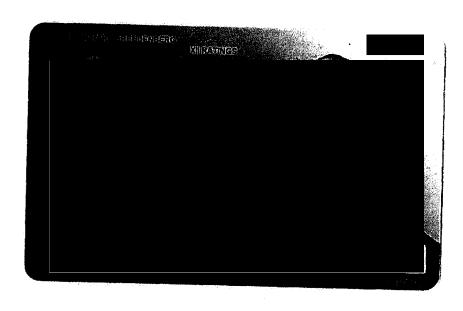
Dear Airman:

Above is your new medical certificate. It supersedes any previous one you may have been issued.

To validate this certificate, it is necessary that you sign it in the space provided (Ainman's Signature).

This certificate must be in your possession at all times while exercising your pilot privileges.







Name: Freudenberg, James Richard

COMPETENCY TEST AND CHECKS

HISTORICAL RECORD-DO NOT REMOVE!

14CFR 135.63 (a)(4)(vi)

Insert Form 8410-3 (Following)

Doto T	7D	Aircraft	Results		202 ()	202.2	205	200	HNYGO
Date	Type*	Туре	Satisfactory	Unsatisfactory	293 (a)	93 (a) 293 (b)	297	299	HNVGO
10-6-10	IN	AS350B,BA,B2	X		X	X		X	
3-16-11	RE	AS350B,BA,B2	X		X	X		X	
3-16-11	TR	AS350NVG	X						X
							ļ		
					<u> </u>				
							ļ	ļ	
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				<u> </u>					
					-		<u> </u>	 	
							<u> </u>		
						L		l	L
* I	n = Initial	New Hire; Re =	Recurrent; Tr	= Transition; Up	o = Up Gr	ade; Rq =	Requa	ılificat	ion
		oved/Accepted			Date:				



FAR 135 A	IRMAN COMPET	ENCY/PROFICIEN	CY CHECK	LOCATION (City, Si	tate, or Airport ID)	DATE OF CHECK	03/16/2011	1
NAME OF AIRMAN (last first middle inti	-1)			Joseph, MO)	Observed Evaluation 130	1.339	.0
TARE OF ARTHUR (····			TYPE OF CHECK		Initial 🔯	Recurrent	27
Pilot Certification	Grade	rg, James R.		FAR 135.293		FAR 135.299 🖼	HNVGO	Ø
Information:	Number	Comme	Commercial Pilot		7	Class	SEC	DNC
EMPLOYED BY	QMLA253U	BASED AT (Oh. S	-4->	Date of Exam.	09/01/2010	Date of Birth		
	Corporation	BASED AT (City, St		TYPE AIRCRAFT (A	Make/Model)	_		
NAME OF CHECK AL		SIG OF CHECK AIR	eph, MO		350	 		
	Watson	- SIG OF CHECK AND		FLIGHT TIME	04	AIRCRAFT N NUMI		
Ouy W.		MANEUVERS GRAD	EG (C Cattofactors)		-01		16AM	
	1 C.G.I.	MATEUVENS GRAD		OPTER	retrained, N/A-Not A	pplicable)		
	URCRAFT EXAMINATION	M		UPTEN				
Part 135.293/135.297	Oral 🗗		GRADE		APPROACHES TO LAN	DINGS (Continued)	GRA	
1 27 105.250/100.25/		Written D	S	Circling Approach			N/A	<u> </u>
Preflight Inspection	GROOM	PERATORS		D	NONNORMAL AND EN	ERGENCY PROCEDURI		
Start Procedures			S	System Malfunctions		· · · · · · · · · · · · · · · · · · ·	s	
Taxing and Ground Hover			s	Simulated NVG Falture	with Appropriate Recover	ry Procedures	s	
Pretakeoff Checks	·		S	Recovery from IMC			s	
Predakeon Checks	TAVEOEE AW	DEPARTURES	8	Maneuver by Partial Pan			s	
Normai	TAKEOFF AND	DEPARTURES	Γ .	Instrument Approach	(Type)	ILS	s	
Instrument			S	Power Fallure and Autoro			s	
With Powerplant Failure	(ME	Tolad	N/A	Hovering Autorotations		Only)	s	
Rapid Deceleration (Quick		Jiayj	N/A	Tail Rotor Failure		el Only)	S	
Area Departure	оюр)		8	Dynamic Rollover	· · · · · · · · · · · · · · · · · · ·	d Only)	s	
rada Daparano			I N/A	Low Rotor RPM (Oral Only) Anti-Torque System Fallure (Oral Only)			S	
Steep Turns			Confined Area / Pinnacie Operations			- s		
Settling with Power				Орекалогія		S		
		8	Slope Operations			s		
Unusual Attitude Recovery S INSTRUMENT PROCEDURES		Ground Hazard Recognit Brownout / Whiteout / Fla			S			
			Use of External Lighting	it cight Operations		<u> </u>		
Holding		CALEAR CO.	N/A N/A	Ose of External Cigitally	- Carrie	NERAL	<u>s</u>	
Normal ILS Approach			N/A	Judgement		NLIVE.	7	
Engine-Out ILS	(ME Or		N/A	Crew Coordination			S S	
Coupled Approach	\ \	-7/	N/A	Crow Coordination	AIRMAN COMPET	ENCY INFORMATION	1 3	
Nonprecision Approach	(Type)		N/A	Satis	efactory Knowledge 135.		Month/	
Second Nonprecision Appro			N/A	Make/Model Expires:	AS350	(12 Months)	MAR/20	
Missed Approach from an II		Mark Street Land Company	N/A		factory Competency 135		Month/	
Second Missed Approach	· · · · · · · · · · · · · · · · · · ·		N/A	Make/Model Expires:	AS350	(12 Months)	MAR/20	
Circling Approach	(Type)		N/A		Isfactory Line Checks 13	<u></u>	Month/	
	LANDINGS AND APPE		194	Make/Model Expires:	A\$350	(12 Months)	MAR/20	
Normal			8		factory IFR Proficiency 1		Month/Y	
Landing from an ILS			N/A	Make/Model Expires:	N/A	(6 Months)	N/A	
Landing with Engine-Out	· · · · · · · · · · · · · · · · · · ·	E Only)	N/A	managed Expires.	Setisfactory HNVGO	(to manuary	Month/Y	
	REM/		, VA	Make/Model Expires:	AS350	(12 Months)	MAR/20	
			Dela Calle Color Color (195 co	Use of Autopliot is:	authorized	not authorized	Month/Y	
				Expires:	N/A	(12 Months)	N/A	
lood 0+20; KSTJ ILS RWY	35: Initial HNVGO evals	ustion: Recurrent 135,293/	299 evaluation.			LANEOUS		
SET BASE MONTH TO MARCH		Aircraft Oral Satisfactory	25	(List Aircraft Make/	Model/Series Be	low)		
		•	i				177	
•			i	[
Results of Check		Approved	Oisapproved	A8350B	AS350BA	AS350B2	p 47	
Check Airman's Performanc	e (FAA Only)	□ Satisfactory	☐ Unsatisfactory	ĺ				
REGIO	ON	DISTRICT		FAA INSPECTOR'S				
				SIGNATURE	· · · · · · · · · · · · · · · · · · ·			
Send completed form a	ttached to small: Type	"8410" on the subject lin	e and send to 138forms	Detrosthods.com area t	X6X		***************************************	

DEN-FSDO / FAA Approved/Accepted: _______ Date:______

Subject: Airspace

Lesso	on	Taken Date
Airspace 1		5/5/2011
Airspace 2		5/5/2011
Airspace 3		5/5/2011

Exam	Percentage	Status	Taken Date
Airspace Exam	95%	Pass	5/5/2011

Subject: Aviation Weather

Lesson	Taken Date
Temperature and Pressure	5/15/2011
Moisture in the Atmosphere	5/15/2011
Clouds	5/15/2011
Fronts	5/15/2011
lcing	5/15/2011
Thunderstorms	5/15/2011
Fog	5/15/2011

Exam	Percentage	Status	Taken Date
Aviation Weather Exam	90%	Pass	5/15/2011

Subject: FAR Part 135 - Heli VFR

Lesson	Taken Date
FAR 135.21-135.167	5/19/2011
FAR 135.171-135.273	5/19/2011
FAR 135.293-135.343	5/19/2011
Eligible On Demand	5/19/2011

Exam	Percentage	Status	Taken Date
FAR Part 135 Heli VFR Exam	95%	Pass	5/19/2011

Subject: FAR Parts 1, 61, 67, 91 and NTSB 830 - Heli VFR

Lesson	Taken Date
FAR 1, 61, 67	5/19/2011
FAR 91.1 - 91.113	5/19/2011
FAR 91.115 - 91.157	5/19/2011
FAR 91.159 - 91.413	5/19/2011
NTSB 830	5/19/2011



Subject: FAR Parts 1, 61, 67, 91 and NTSB 830 - Heli VFR

Exam	Percentage	Status	Taken Date
FAR Part 1, 61, 91 Heli VFR Exam	95%	Pass	5/19/2011

Subject: Flammable and Combustible Liquids

Lesson	Taken Date
Flammable and Combustible Liquids 1	5/5/2011
Flammable and Combustible Liquids 2	5/5/2011

Exam	Percentage	Status	Taken Date
Flammable and Combustible Liquids Exam	100%	Pass	5/5/2011

Subject: Hazmat - Will Not Carry

Lesson	Taken Date
Emergency Procedures	5/5/2011
General Philosophy	5/15/2011
General Philosophy 2	5/15/2011
Limitations	5/15/2011
Provisions for Passengers and Crew	5/15/2011
Recognition of Undeclared Hazardous Materials	5/15/2011

Exam	Percentage	Status	Taken Date
Hazmat Will Not Carry	100%	Pass	5/15/2011

Subject: METAR

	Lesson	Taken Date
METAR Lesson 1		5/5/2011
METAR Lesson 2		5/5/2011
METAR Lesson 3		5/5/2011

	Exam	Percentage	Status	Taken Date
Metar Exam		93%	Pass	5/5/2011



All Melil	vas									
				He	llcopter	Training				
Name: James Richard Freu	ıdenberg						Date: 04/12/11			
Training Category:	Differen	ces Trainir	ıg				Aircraft Type AS350 B3 and N # 118LN			
alning Environment:	D	N	А	H/AI	П	AATD	D=Day N=Night A=Aided H/AI=Hood/Ac AATD=Advance Aviation Training Device	ot Inst 7	T≖Tota	al Time
rlight Time: Cumulative Flight Time:							Grade only the maneuvers trained with ar times in hours and minutes.) "X". L	.og all t	raining
Carrenauvo (iigai Titrio.		<u> </u>	L		<u> </u>	<u> </u>	Times in notice and it in its access			
				Α	В	С		Α	В	С
Ground Operations							Landings and Approaches to Landings			Ū
Preflight inspection Start Procedures					X		Normal			
Taxling and Ground Operati	ions			ļ	X		Steep			
Pre-takeoff Checks	10110	· ·······					Rejected Landing Landing from an ILS			ļ
Takeoff and Departures							Landing with Engine-Out (ME only)			
Normal							AFCS/FD Familiarization			
Instrument	·			ļ <u></u>			NAV/HSI Procedures			
With Power-plant Fallure (M Rejected ☐ Co	ntinued 🔲				_		Radar/ Storm-scope Use			
Rapid Deceleration (Quick S Area Departure	Stop)			 	ļ <u>.</u>		Transition Unaided to Aided Flight (NVG)			
in-Flight Maneuvers							Non-Normal & Emergency Procedures System Malfunctions			
Steep Turns				1			Recovery from IMC	├──┤		
Settling with Power (oral on	ly)						Maneuver by Partial Panel	-		
Unusual Attitude Recovery							Instrument Approach			
Instrument Procedures							Power Failure and Autorotation to a			
Area Arrival					,		Power Recovery (SE only)			
Holding				 		 	Hovering Autorotation (SE only) Simulated NVG Failure & Recovery			
Normal ILS Approach				<u> </u>			Tail Rotor Failure (Oral only)			
Engine-Out ILS Approach (ME only)						Dynamic Rollover (Oral only)			
Coupled Approach							Low Rotor RPM (Oral only)			
PAR Approach Non-Precision Approaches	with MDA						Anti-Torque System (Oral only)			
VOR	WIGI WIDA				,		Confined Area / Pinnacle Slope Operations	 		
VOR/DME		· · · · · · · · · · · · · · · · · · ·		1		 	Ground Hazard Recognition			 -
NDB							Brownout / Whiteout / Flat Light Ops			
NDB/DME LOC		····					Use of External Lighting			
LOC BC			~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	 			Engine Fire (Oral Only) Governor Fallure / FADEC			
LOC/DME							Hydraulic Failure			
SDF							Landing Gear Failure			
ASR							Instrument Failure			
LDA							Generator Failure			
LDA/DME GPS							Inverter Failure			
GPS/WAAS/VNAV				 			AFCS Failure Communications Failure			
GPS RNAV Non Pt 97					İ		General			
Use of Auto-Plfot							Judgment			
Missed Approach from ILS Second Missed Approach							Crew Coordination			
Circling Approach		···				ļ	Situational Awareness Use of Checklist			
Circle to Land Approach Ma	neuver		····				Ose of Checkist			
								-		
INITIAL REPUBLICATION	GH A E	xceeds.	AAR	BE BE	Meets F	AAPTS	CE Requires/Additional Traini	ng ar		September 1
Recomme	nd an FAR 1	135 Compe	etency Ch	eck, FAR 1	35.293 (a) and (b)	and Line Check FAR 135.299			
Recomme	nd an FAR 1 nd an NVG I	135 IFR Pro	oficiency	Check FAF	135.297	7				
Demonstr	ated Satisfac	tory instru	ment Pro	ficiency FA	R 61 57	(d)				
Comments (Required for A a	and C):									
Differences training conduct	ed from a AS	S350B2 to	a AS350	33 (2B1). A	All GO, A	S, ASI, &	FT items covered. Two ground runs comple	eted.		
Instructor / Check Airman Si Instructor / Check Airman No	gnature	ank Haarra				Pilot Sig	gnature: James R. Freudenharn	,		
Observed by:		ank Hogue				TITLE:				
TRAINING CAPTAIN / INST	HUCTOR O	RSFRVFN	RIDE IA	W PART 1	35 340	1 [i

*Send completed forms attached to email: Type "Training forms" on the subject line and send to 135forms@airmethods.com.

JEN-FSDO / FAA Approved/Accepted	Date:

AMC TF 108 R-21



				U.	lito-	Tuelelee				
Name: Freudenberg, James	s Richard			716	ncopter	Training	Date: 03/16/2011			
Training Category:		itial Ouelifi	ication d	Coursent						
				1	1	1	Aircraft Type AS350 B,BA,B2 and N # I	V916A	M	
Training Environment: Flight Time:	D	N	A	H/Ai	IT	AATD	D=Day N=Night A=Aided H/Al=Hood/Ad AATD=Advance Aviation Training Device	nst Inst	li≃Tot	al Time
,	+	0+35	0+35	<u> </u>	0+35		Grade only the maneuvers trained with ar	ז "X".	Log ali	training
Cumulative Flight Time:		4+01	3+15	0+40	4+01		times in hours and minutes.			
			·	A	В	C		A	В	C
Ground Operations							Unadirage and Apprecia has to Equalities			U
Preflight Inspection Start Procedures					Х		Normal		X	
Taxling and Ground Operation	000			·	X		Steep			
Pre-takeoff Checks	J118			 	X		Rejected Landing			
Takeoff and Departures					^_		Landing from an ILS Landing with Engine-Out (ME only)	-		
Normal				1	Х		AFCS/FD Familiarization			ļ
Instrument							NAV/HSI Procedures		x	
With Power-plant Failure (MI Rejected Cor							Radar/ Storm-scope Use			
Rapid Deceleration (Quick S							Transition Unaided to Alded Flight (NVG)		X	
Area Departure							Boot to think all long he, Procedures			
In High Maneuvers Steep Turns							System Malfunctions			
Settling with Power (oral only	<u>,, </u>						Recovery from IMC Maneuver by Partial Panel			ļ
Unusual Attitude Recovery	<u>a</u>						Instrument Approach			
							Power Failure and Autorotation to a			
Instrument Procedures							Power Recovery (SE only)		X	
Area Arrival							Hovering Autorotation (SE only)			
Holding							Simulated NVG Failure & Recovery		X	
Normal iLS Approach	(F 1:A)						Tail Rotor Failure (Oral only)			
Engine-Out ILS Approach (M Coupled Approach	ie only)						Dynamic Rollover (Oral only) Low Rotor RPM (Oral only)			
PAR Approach							Anti-Torque System (Oral only)			
Non-Precision Approaches w	ith MDA						Confined Area / Pinnacle			
VOR							Slope Operations			
VOR/DME							Ground Hazard Recognition		X	
NDB							Brownout / Whiteout / Flat Light Ops		X	
NDB/DME LOC							Use of External Lighting		X	
LOC BC							Engine Fire (Oral Only) Governor Failure / FADEC			
LOC/DME		· · · · · · · · · · · · · · · · · · ·					Hydraulic Failure	-		
SDF							Landing Gear Failure			
ASR							instrument Failure			
LDA							Generator Fallure			
LDA/DME							Inverter Fallure			
GPS/WAAS/VNAV							AFCS Fallure		-	
GPS RNAV Non Pt 97							Communications Failure			
Use of Auto-Pilot							Judgment		X	
Missed Approach from ILS							Crew Coordination		X	
Second Missed Approach							Situational Awareness		X	
Circling Approach							Use of Checklist		X	
Circle to Land Approach Man	euver									
	3			·1	L			150		
	d an FAR 1	35 Compe	tency Che	ok, FAR 1	35.203 (a	and (b)	and Line Check FAR 135.299	in reside	Handy C	
Recommen				heck FAR	135.297					
JW Recommen										
Demonstrat		tory instrui	nent Prof	ciency FAF	1 81.57 (3)				
Comments (Required for A ar	10 U):									
Instructor / Check Airman Sig	nature:					Pilot Sin	nature: /James Hichard Freudenberg			1
Instructor / Check Airman Nar	ne: Jay	W. Watso	n, CF		-	0.91				1
Observed by:	•	•				TITLE:				1
TRAINING CAPTAIN / INSTR	UCTOR OF	SSERVED	RIDE IAV	V PART 13	5.340					
*Send completed forms attach	ed to email	: Type "Tr	aining fo	rms" on the	subject	line and	send to 135forms@airmethods.com.			

AMC TF 108 R-21 12/21/2010

				He	licopter	Training				
lame: Freudenberg, James I	Richard						Date: 03/15/2011			
raining Category:		tiai Qualifi	cation &	ewstant	Turing	00	Aircraft Type AS350 B,BA,B2 and N # NS	16AM		
raining Category.	D	N	A	H/AI	11	AATD	D=Day N=Night A=Aided H/Ai=Hood/Act Inst TT=Total AATD=Advance Aviation Training Device			
light Time:		2+01	1+20	0+40	2+01		Grade only the maneuvers trained with an 'times in hours and minutes.	'X". Log all t	training	
umulative Flight Time:		3+26	2+40	0+40	3+26		umes in nours and minutes.			
				A	В	С		A B	С	
around Operations							Landings and Approaches to Landings			
Preflight Inspection					<u> </u>		Normal	- X X		
Start Procedures				 	X	ļ. — I	Steep Rejected Landing			
axiing and Ground Operation	าร				X	 	Landing from an ILS			
re-takeoff Checks					_ ^		Landing with Engine-Out (ME only)			
alcoll and Departies					Х		AFCS/FD Familiarization			
Normal					+^-		NAV/HSI Procedures	X		
nstrument Vith Power-plant Failure (ME	only)						Radar/ Storm-scope Use			
Rejected Cont				 	X	 	Transition Unaided to Aided Flight (NVG)	X		
Rapid Deceleration (Quick St	<u> </u>			+	+ ~	1	Non Normal & Emergency Procedures	السيد بسيط		
Area Departure n Flight Maneuvers							System Malfunctions	X	 	
Steep Turns	<u> </u>				X		Recovery from IMC	X	 	
Settling with Power (oral only	1				X		Maneuver by Partial Panel	X	├	
Inusual Attitude Recovery					X		instrument Approach		+	
							Power Failure and Autorotation to a Power Recovery (SE only)	x		
nstrument Procedures				·		7	Hovering Autorotation (SE only)	×		
Area Arrival			<u></u>			-	Simulated NVG Failure & Recovery	X		
Holding				 		+	Tail Rotor Failure (Oral only)	X		
Normal ILS Approach	E only)						Dynamic Rollover (Oral only)	X	├ —	
Engine-Out ILS Approach (M Coupled Approach	C Othy)			1			Low Rotor RPM (Oral only)	X	-	
PAR Approach							Anti-Torque System (Oral only)	X	+	
Non-Precision Approaches w	ith MDA						Confined Area / Pinnacle	- x	+	
VOR							Slope Operations Ground Hazard Recognition	X	1	
VOR/DME							Brownout / Whiteout / Flat Light Ops	X		
NDB							Use of External Lighting	X		
NDB/DME				+			Engine Fire (Oral Only)			
LOC							Governor Failure / FADEC	<u> </u>		
LOC BC							Hydraulic Failure			
LOC/DME SDF							Landing Gear Fallure	 		
							Instrument Failure			
LDA							Generator Failure	X	_	
LDA/DME							Inverter Failure AFCS Failure	 	+-	
GPS							Communications Failure			
GPS/WAAS/VNAV							Carpetal			
GPS RNAV Non Pt 97					 -		Judgment	X		
Use of Auto-Pilot					+	+	Crew Coordination	X		
Missed Approach from ILS					_		Situational Awareness	X		
Second Missed Approach Circling Approach							Use of Checklist	X	-	
Circle to Land Approach Ma	neuver							1		
							The second of th			
WILLIAM ESTRUMENT		و المعلق المستقد						The state of the s		
Decommo	nd an FAI	1 135 Con	ibetency (Check, FA	R 135.29	3 (a) and 1	b) and Line Check FAR 135.299			
Recomme	nd an FAF	3 135 IFH	Proficienc	y Check F	AH 130.2	. 				
Recomme Demonstr	nd an NV	a Proficiel	trument P	roficiency	FAR 61.5	57 (d)				
Demonstr	ared Saris	actory ins	u uniteni F	Olloloticy	, , , , , , , , , ,	<u></u> \				
Comments (Required for A KSTJ ILS RWY 35	and Oj.									
Instructor / Check Airman S	ionature:					Pliot 9	Signature: James Richard Freudenberg			
Instructor / Check Airman N	awe.	Jav W. W	atson, CF			TITLE	_			



DEN-FSDO / FAA Approved/Accepted___

			-		Не	liconter	Training				
Name: Freuden	berg, James	Richard	· · · · · · · · · · · · · · · · · · ·			ор.со.	Training .	Date: 03/14/2011			
Training Catego	ry:	NVG Ini	tial Qualifi	cation &	Recenten	+ Tour	NA.	Aircraft Type AS350 B,BA,B2 and N # I	V916A	M	
Training Environ	ment:	D	N	Α	H/AI	π	AATD	D=Day N=Night A=Aided H/Al=Hood/Ad AATD=Advance Aviation Training Device	et Inst		al Time
Flight Time:			1+25	1+20		1+25		Grade only the maneuvers trained with ar		Log all	trainino
Cumulative Fligh	nt Time:		1+25	1+20		1+25		times in hours and minutes.			
[A	В	С		1	T	
Gröund Operalic					^	D	U	I no hole and Approach of the Landauges	Α	В	С
Preflight Inspect						X		Normal		X	
Start Procedures Taxiing and Gro						X		Steep		Х	
Pre-takeoff Chec) is			-	X		Rejected Landing Landing from an ILS			
Takeoff and Dep						^_		Landing with Engine-Out (ME only)			
Normal						Χ		AFCS/FD Familiarization			
Instrument								NAV/HSI Procedures		X	
	ted 🔲 Con	tinued 🔲						Radar/ Storm-scope Use		_	
Rapid Decelerati Area Departure	ion (Quick St	(OD)			 	X		Transition Unaided to Aided Flight (NVG)		X	
In Flight Maneuv	ers							Hon Blotting & Friedgeta y Procedures System Malfunctions		X	
Steep Turns								Recovery from IMC			
Settling with Pow)						Maneuver by Partial Panel			
Unusual Attitude	Recovery							Instrument Approach			
Tastroment Proce	achinesi							Power Failure and Autorotation to a		Х	
Area Arrival			<u> </u>					Power Recovery (SE only) Hovering Autorotation (SE only)		X	
Holding								Simulated NVG Failure & Recovery		X	
Normal ILS Appr								Tall Rotor Failure (Oral only)			
Engine-Out ILS /		E only)						Dynamic Rollover (Oral only)			
PAR Approach	cn							Low Rotor RPM (Oral only) Anti-Torque System (Oral only)			
Non-Precision A	oproaches w	ith MDA						Confined Area / Pinnacle		X	
VOR								Slope Operations		$\frac{x}{x}$	
VOR/DME								Ground Hazard Recognition		X	
NDB/DME					<u> </u>			Brownout / Whiteout / Flat Light Ops		X	
LOC								Use of External Lighting Engine Fire (Oral Only)		X	
LOC BC								Governor Failure / FADEC			
LOC/DME								Hydraulic Failure			
SDF								Landing Gear Failure			
ASR LDA							+	Instrument Failure Generator Failure			
LDA/DME								Inverter Fallure			
GPS								AFCS Failure	-		
GPS/WAAS/								Communications Failure			
GPS RNAV No											
Use of Auto-Pilot Missed Approach			· · · · · · · · ·					Judgment Crew Coordination		X	
Second Missed A								Situational Awareness		x	
Circling Approach								Use of Checklist		X	
Circle to Land Ap	proach Mane	euver									
MAC TO SEA	garanaga pinna a pina	espa se nest e e							The state of the s	No. of the last	market Language
SHEET OF THE			25 Compo	tonou Che	ok EAD 45	E 002 (a) and (b)	and Line Check FAR 135.299	38.5		* a mt . **
	Recommend						y and (o)	and time Check FAN 135.299			
	Recommend	an NVG P	roficiency	Check							
	Demonstrate		ory Instrur	nent Profi	clency FAF	61.57 (d)				
Comments (Requ	ired for A an	id C):									
Instructor / Check Instructor / Check Observed by:		nature ne: Jay	W Watso	n, CP			Pilot Sign	nature://James Hichard Freudenberg			[i
TRAINING CAPT											
*Send completed	forms attach	ed to email:	Type "Tr	sining fo	rms" on the	subject	line and	send to 135forms@airmethods.com.			

AMC TF 108 R-21 12/21/2010

Date:___

Air Methods Emergency Drill Training

Name: Freudenberg, James Richard		emali:	_
Base: St. Joseph, MO			
	/A	N/A	
Primary A Select Type of Training: Recurrent 24 month hands on drill tra	ddition: Inina	Bi Add	itional
		Date	Instructor
Ditching and evacuation situations (if applicable) Emergency evacuation and operation of emergency exits in			
normal and emergency mode, and use of slide (if Applicable)		03/14/11	Jay W. Watson
Hand held fire extinguishing / Fire in flight / Smoke control			
Rapid depressurization (if applicable)			
Use of crew and passenger emergency oxygen system (If	П		
applicable) Removal of life rafts from aircraft, inflating and boarding (if			
applicable)			
Donning and Inflation of life vests and use of other flotation devices			
Illness, injury, or other abnormal situations involving			
passengers or crewmembers			
Printed Name and thie: Jay W. Watson Check airm Certifying Aviation Training Manager:	ian / ir	aining Captail	n
Printed Name:			
Notes: 1. Select the appropriate type of training from the drop do 2. Check the boxes that apply, enter the date of training, a 3. Complete the form and email with subject line "Training 135forms@airmethods.com. Save as pilotname.emerged 4. Training shall be conducted by an authorized trainer. A Training Captains, and Air Transportation Ground Instr	ind the g Forn sncyd luthor uctori	e instructor n" to the ap rills.montho ized trainer s. Upon cor	propriate date.pdf. s are Check Airman / mpletion of training, the
trainer will evaluate the knowledge and competency of ground training curriculum and certify satisfactory competency drill (actual hands on) training, must be emergency situation training (pictorial, classroom train 8900.1 Vol. 3, Chap. 19, Sec. 4. Once designated, Training requirements as stated above, fill in appropriate blocks signature. 6. Air Transportation Ground instructors (Ref. 8900.1, Voliqualified pilot. Ground instructor designation shall be filight record administrative section.	ipietio cond ing) er ers wi and f	n of training ucted every 12 mon li train them orward to a . Chapter 20	g. y 24 months, and nths, iAW FAR 135.341c and nselves by completing training manager for 0, and Section 1) shall be a



NVG GROUND TRAINING RECORD AND CERTIFICATE

Name: Freidenberg Jumes R chard Type Training: Initial NVG Base: St. Joseph, Mo

DATE	MODULE	INSTRUCTOR
	Operator Specific Modules	
03/07/2011	Authorized Types of Operations	Jay W. Watson
03/07/2011	2. Forms and Records	Jay W. Watson
03/07/2011	3. Responsibilities of the Duty Position	Jay W. Watson
03/07/2011	4. Applicable Regulations	Jay W. Watson
03/07/2011	5. AMC General Operations Manual	Jay W. Watson
	Airman Specific Modules	
03/07/2011	Introduction to NVG's	Jay W. Watson
03/07/2011	2. Limitations & Emergency Procedures	Jay W. Watson
03/07/2011	Aviation Physiology/NVG Aeromedical Considerations/Aviation Physiology	Jay W. Watson
03/07/2011	4. NVG/Night Flight Planning	Jay W. Watson
03/07/2011	5. Risk Management Tool	Jay W. Watson
	Aircraft Type: AS350	
	Aircraft Ground Training Modules	
03/07/2011	1. Lighting Systems	Jay W. Watson
03/07/2011	2. Caution Warning Systems	Jay W. Watson
03/07/2011	Cockpit Familiarization and NVG Compatibility	Jay W. Watson

Complete form and attach to email: Type "Training forms" on the subject line and send to 135forms@airmethods.com.

I certify that the above named pil		
completed the indicated training	Signature Printed Name	Jay W. Watson
I have received the indicated trai	ning Signature Printed Name	Vemes Killard Lieuxensorgs

DEN-FSDO / FAA Approved/Accepted	Date:
----------------------------------	-------



Helicopter Ground Training Record and Certificate

Name: <u>Freudenberg, James Richard</u> Type of Training <u>Initial New Hire</u>

Aircraft Type: AS350 & BA, BR
Ground Training Base Month: September

Date	Module	Instructor
	General Operational Subjects Modules	İ
	1. Rotorcraft Flight Manual	
	2. Aircraft General	
	3. Crew Compartment	
	4. Airframe	
	5. Operating Limits	
	6. Performance Data	
	7. Weight & Balance	***************************************
	Aircraft Systems Modules	
	1. Power plant	
	2. Fuel	
	3. Transmission & Drive Train	
	4. Tail Rotor Drive System (if applicable)	
	5. Main Rotor, Rotation Controls	
	6. Flight Controls & Anti-Torque Sys.	
	7. Hydrautic System	
	8. Electrical System	
	9. Ground Handling & Utility Systems/ Servicing	
	10. Auto Flight Systems	
	Aircraft Systems Integration Modules	
10/04/2010	1. Use of Checklist	Jay W. Watson
10/04/2010	2. Emergency Procedures	Jay W. Watson
10/04/2010	3. Normal Procedures	Jay W. Watson
10/04/2010	4. Supplements (as appropriate)	Jay W. Watson
	Other Control	
	Annual review of Certificate Holder Accidents/Incidents	
	(Recurrent Training Only) - FAR 135.351 & 135.331	

certify that the above named pilot has completed the indicated training						
	Jay W. Watson					
thave received the indicated training						
	James Richard Freudenber	3				
Complete form and attach to email: Type "Tra 11-5tiorms a ainmethods com.	ining forms" on the subject line an	id send to				
DEN-FSDO / FAA Approved/Acceptedi	Date:					

AMC:TF 104 R-12

07/15/2010



Helicopter Ground Training Record and Certificate

Name: <u>James Richard Freedenberg</u> Type of Training <u>Initial New Hire</u>

Aircraft Type:

<u>AS350</u>

Ground Training Base Month: August

Date	Module	Instructor
	General Operational Subjects Modules	
9/22/2010	Rotorcraft Flight Manual	Hannaly
9/22/2010	2. Aircraft General	Hannaly
9/22/2010	3. Crew Compartment	Hannaly
9/22/2010	4. Airframe	Hannaly
9/22/2010	5. Operating Limits	Hannaly
9/22/2010	6. Performance Data	Hannaly
9/23/2010	7. Weight & Balance	Hannaly
	Aircraft Systems Modules	
9/23/2010	1. Power plant	Hannaly
9/23/2010	2. Fuel	Hannaly
9/22/2010	3. Transmission & Drive Train	Hannaly
9/23/2010	4. Tail Rotor Drive System (if applicable)	Hannaly
9/23/2010	5. Main Rotor, Rotation Controls	Hannaly
9/23/2010	6. Flight Controls & Anti-Torque Sys.	Hannaly
9/23/2010	7. Hydraulic System	Hannaly
9/23/2010	8. Electrical System	Hannaly
9/23/2010	Ground Handling & Utility Systems/ Servicing	Hannaly
NA	10. Auto Flight Systems	
	Aircraft Systems Integration Modules	
9/23/2010	Use of Checklist	Hannaly
9/23/2010	2. Emergency Procedures	Hannaly
9/23/2010	3. Normal Procedures	Hannaly
9/23/2010	4. Supplements (as appropriate)	Hannaly
	Other	
9/23/2010	1. Annual review of Certificate Holder Accidents/Incidents	Hannaly
L	(Recurrent Training Only) - FAR 135.351 & 135.331	

I certify that the above named pilot has	
completed the indicated training Signature	
Printed Name	Dale R Hannaly (
I have received the indicated training	
Si g nature	
Printed Name	James Hichard Freedenberg //
Complete form and attach to email: Type "Train	ing forms" on the subject line and send to
135forms@airmethods.com.	
DEN-FSDO / FAA Approved/Accepted	Date:
	

AMC TF 104 R-12 07/15/2010

Air Methods Emergency Drill Training Air Methods*

Aircraft Make & Model for evacuation drill:	N/A	N/A	N/A		
	Primary	Addition	al Additio	onal	
Select Type of Training: Initial New Hire 24	Month hands on	drill trai	nina		
Select Type of Training. Initial New Time 24	Month Harlas on	uiiii tiai	Date	Instructor	
Ditching and evacuation situations (If appl			ļ		
Emergency evacuation and operation of er normal and emergency mode, and use of s					
Hand held fire extinguishing / Fire in flight			9-18-2010	KNOX	
Rapid depressurization (If applicable)		Ħ			
Use of crew and passenger emergency ox applicable)	ygen system (If				
Removal of life rafts from aircraft, inflating applicable)					
Donning and inflation of life vests and use devices	of other flotation				
Illness, injury, or other abnormal situations passengers or crewmembers	s involving		9-18-2010	KNOX	
			 		
Certifying Aviation Training Manager: Printed Name:					
 Select the appropriate type of training from the drop down box. Check the boxes that apply, enter the date of training, and the instructor's name. Complete the form and email with subject line "Training Form" to the appropriate 135forms@airmethods.com. Save as pilotname.emergencydrills.monthdate.pdf. Training shall be conducted by an authorized trainer. Authorized trainers are Check Airman / Training Captains, and Air Transportation Ground Instructors. Upon completion of training, the trainer will evaluate the knowledge and competency of crewmembers that have completed the ground training curriculum and certify satisfactory completion of training. The emergency drill (actual hands on) training, must be conducted every 24 months, and emergency situation training (pictorial, classroom training) every 12 months, IAW FAR 135.341c and 8900.1 Vol. 3, Chap. 19, Sec. 4. Once designated, Trainers will train themselves by completing requirements as stated above, fill in appropriate blocks and forward to a training manager for signature. Air Transportation Ground Instructors (Ref. 8900.1, Volume 3, Chapter 20, and Section 1) shall be a qualified pilot. Ground instructor designation shall be tracked on AMC TF135, and placed in the flight record administrative section. 					
DEN-FSDO / FAA Approved/Accepted:		Date:		_	
AMC TF 115 R-8				11/03/20	



TRAINING COMPLETION

HISTORICAL RECORD - DO NOT REMOVE

FAR 135.63 (a)(4)(X)

FAR 135.339 (a)(2) or 340 (a)(2)

Name: Freudenberg, James Richard

		New			Recu	rrent			Sant	EMR	EMR	Check	Last
Date:	Aircraft Type	Hire Initial:	Transition	Upgrade	Gnd	Flt	Requal	Differences	Seat Dependent	Situation	Drill Drill	Airman	Observed* Name
9-19-10	Basic Indoc	GND											
9-18-10	DRILLS	GND									Fire Ext		
9-18-10	DRILLS	GND								EM IABS			
10-4-10	AS350B,BA,B2	GND											
10-4-10	AS350B,BA,B2	GND									Emer Eva	С	
10-6-10	AS350B,BA,B2	FLT											
10-8-10	LFAESTJMO	GND											
12-3-10	CTS Q4				X								
2-18-11	CTS Q1				X								
3-7-11	AS350NVG		GND										
3-14-11	AS350										Emer Eva	3	
3-16-11	AS350NVG		FLT			1							
3-16-11	AS350					X							
4-12-11	AS350							B3					
5-1-11	Base Orientation												
5-2-11	LFARPDSD												
5-19-11	CTS Q2				X								
						1						-	1

DEN-FSDO / FAA Approved/Accepted Date



Base: Rapid City S.D.			
Initi	ial Train	ing	
		Date	instructor Printed Name
Local Area Exam		5/2/2011	
Recur	rent Tra	lnina	
		Date	instructor Printed Name
Local Area Exam			
Local Area Lagin			
instructo	r Signaturı		
	- Orginaten		
Votes: _ocal flying areas are those areas in which the pliot ∣	has demonstrat	ed a level of fan	niliarity which allows the use of
ower VFR operating minima as described in AMC Go FR Weather Minimums.			
FH Weather Minimums.			
appropriate local flying area within the previous 12 c	who have pass alendar months	ed a local flying . Pliots may be	area written examination on the qualified for more than one local
appropriate local flying area within the previous 12 of lying area. Any flight outside a local flying area is a cross-count written examination on a particular local flying area to experience in that area, must use the cross-country	alendar months try operation. F within the previ VFR minima de	Pliots may be Pliots who have ous 12 calendar scribed in AMC	qualified for more than one local not passed the local flying area months, regardless of operational General Operations Manual Flight
appropriate local flying area within the previous 12 of lying area. Any flight outside a local flying area is a cross-count written examination on a particular local flying area to experience in that area, must use the cross-country operations — Helicopter Specific VFR Weather Minimum of the local flying area examination will be administered Manager (ASM), or Lead Pilot familiar with the local flying area examination will email the examination and the name of the base to the Flight Feathers.	try operation. F within the previous VFR minima denums, when ope d by the Progra flying area. The	Pliots may be pliots who have ous 12 calendar scribed in AMC erating in that are available with the examination willot's name, dat	not passed the local flying area months, regardless of operational General Operations Manual Flight rea. nager (PAM) / Aviation Service ill be maintained locally. The se of successful completion of the
appropriate local flying area within the previous 12 oflying area. Any flight outside a local flying area is a cross-count written examination on a particular local flying area experience in that area, must use the cross-country operations — Helicopter Specific VFR Weather Miniman The local flying area examination will be administered Manager (ASM), or Lead Pilot familiar with the local flying area examination will email the examination will email the examination and the name of the base to the Flight F	try operation. F within the previous VFR minima de- nums, when operations are the Progra flying area. The se test results, parties are special ation will fly the co-pilot stationing is compical area orient	Pliots may be pliots who have ous 12 calendar scribed in AMC prating in that are examination willot's name, dat list per sub-parane aircraft from on or suitable jete. CAMTS attion of which	not passed the local flying area months, regardless of operational General Operations Manual Flight rea. nager (PAM) / Aviation Service ill be maintained locally. The e of successful completion of the agraph 3 below. In the Pilot's Station and the pilotal alternative (will not manipulate Accreditation Standards, in 2 hours must be at night as
receiving the orientation will occupy the the controls unless Seat Dependant Traparagraph 12.04.04, requires 5 hours loopilot in command or at the controls price	try operation. F within the previous VFR minima destrums, when operations. The tet test results, parties test results, parties accords Special ation will fly the co-pilot station in the comport of the comport of the comport of the comport of the comport of the condition of the condition of the condition of the collary and the collary are accorded to the collary accorded to the collary accorded to the collary accorded to the collary accorded to the collary accorded to the collary accorded to the collary accorded to the collary accorded to the collary accorded to the collary accorded to the collary accorded to the collary accorded to the collary accorded to the collary accorded to the collary accorded to the collary accord	Pliots may be pliots who have ous 12 calendar scribed in AMC prating in that are awarded in AMC prating in that are already in the already in	not passed the local flying area months, regardless of operational General Operations Manual Flight rea. nager (PAM) / Aviation Service ill be maintained locally. The e of successful completion of the agraph 3 below. In the Pilot's Station and the pilot alternative (will not manipulate Accreditation Standards, a 2 hours must be at night as ens.) Ind send to inthdate.pdf. M) / Area Aviation Manager

AMC TF 114 R-5

02/22/2011



Base Orientation Checklist

Base Location: RYCSD

Pilot's Name:

Certificate Type/Number

1. Introduction

New hire and relief pilots will be given day and night orientation flights as necessary prior to operating as PIC. Required flight times for day and night orientation will be determined after discussion between the Area Assistant Chief Pilot and Area Aviation Manager.*

* CAMTS Accreditation Standards, paragraph 12.04.04, requires 5 hours local area orientation of which 2 hours must be at night as pilot in command or at the controls prior to performing EMS missions. Use CAMTS orientation requirements if the base is CAMTS certified.

Install dual flight controls for orientation flights; if dual flight controls are not available the pilot conducting the orientation will fly the aircraft. This may necessitate taking an aircraft out of service to install the dual controls and pilot seat. The pilot receiving the orientation will be seated at a station that allows observation of intended landing areas if not seated at a pilot station. Conduct orientation flights during daylight hours first, followed by a night orientation. The orientation pilot should demonstrate all approaches, both day and night, to afford the new hire pilot the opportunity to observe the approaches and landing sites. Orientation training may be conducted by any base pilot.

Any pilot seated at a pilot station not normally flown and manipulating the flight controls must have completed Seat Dependent Training in accordance with Air Methods Pilot Training Program.

2. Administration

- a. Program Organization
- b. Program Policies (General, Parking, ID Badges, Keys, etc)
- c. Facilities Familiarization
- d. Air Methods Organization
- e. Air Methods Policies (Schedule, Vacation, etc.)
- f. Air Methods Office (Housekeeping, Equipment, Storage/Files, etc.)
- g. Air Methods Computer
- h. Records/Reports (Flight Log, Flight and Duty Time, AIDMOR, Fuel Log, Expenses, etc).
- i. Meetings (Air Methods, Safety Committee, etc)

3. Operations

- a. Ground and Flight Safety
 - 1) Program Safety Philosophy
 - 2) Pre-Accident Plan



- j. Auxiliary Equipment (Hoist, Snowshoes, etc)
- k. Shoreline Power Procedures (Heaters, etc)
- I. Aircraft Logbooks (AD's, Status Sheets, Cycle Count, Power Check etc)
- m. On-board Publications (Charts, Manuals, Location References, etc)

7. Flight Operations

- a. Standby Requests
- b. Flight Requests (Medical, Neonate, Balloon, etc)
- c. Search and Rescue Requests
- d. Public Relations Requests
- e. Refueling (Locations, Payment, Records, etc)
- f. Non-Revenue Flights (Maintenance, Training, Ferry)

8. Mainte	enance
	Maintenance Procedures Training (AAIP, PM Servicing Training)
	Mechanical Interruption Summary
	Aircraft Cleaning & Decontamination (Cleaning Supplies, etc)
	Fuel Samples
	Maintenance Publications
	Maintenance Facilities (Location of Tools, Parts, etc)
	MEL Procedures
9. Other	Topics (As Determined by Program Aviation Manager and/or Base
Lead Pilo	1)
fuel S	ISTEM
COM C	ENTER
HOSPITA	Noung SITES
LOCAL IA	Noise SITES
PHOT F	rom Local AREA AND IS FAMILAR
10 Flight	Orientation
_	Day
u.	Date: 5/2/11 Flight Time: 0445 Landings: 2
	Date:Flight Time: Landings:
	Date: Flight Time: Landings:
	Date: Flight Time: Landings:
b.	Night
-	Date: Flight Time: Landings:
	Date: Flight Time: Landings:
	Date: Flight Time: Landings:
	Date: Flight Time: Landings:
ave received	the above listed training i
	James Freudenberg
	Pilots Printed Name and Signature Date
nd completed for	ms attached to email: Type "Training forms" on the subject line and send to

Send completed forms attached to email: Type "Training forms" on the subject line and send to 135forms@alrmethods.com.



AS350 Pilot's Maintenance & Servicing Procedures

10,06 10

5.1 Training Record

			DATE 10/14/10
NAME JAMES FREUDENBERG.	TITLE	PILOT	
(Printed Name)			(Print)
NOTE: Instructor must print and sign their r	name. P	lease inclu	de hours of training on each item.

ITEM NUMBER	DESCRIPTION	INSTRUCTORS
001-\$	Servicing Medical Liquid Oxygen (LOX)	
002-S	Servicing Medical Gaseous Oxygen System	
003-S	Oxygen Servicing Record	
001-AP	Liquid Oxygen (LOX) Bottle, Removing and Installing	
002-AP	Liquid Oxygen (LOX) Bottle - 7 Liter External, Removing and Installing	
003-AP	Medical Seat, Removal and Installation	7/7
004-AP	IABP Mount, Removal and Installation	. 1/6
005-AP	Aerosled TD Rack and Sled, Removal and Installation	NIA
006-AP	Tail Rotor Control Rod, Check	3(2
007-AP	Tail Rotor Blades, Check for Cracks	
008-AP	Tail Rotor Control Lever, Check	
009-AP	PIC 50 Mount, Removal and Installation	NIA
010-AP	LifePort Med Deck, Removal and Installation	1014
011-AP	ALLS Deck, Removal and Installation	N/A
001-PM	Replacing Aircraft Stretcher Safety Belts	
002-PM	Replacing Tail Position Light Bulb	
003-PM	Replacing Side Position Light Bulb	

AMC PMSP Rev 1

Pg 36



AS350 Pilot's Maintenance & Servicing Procedures

AAIP or RFM Aircraft Airworthiness Check

No Item Number Assigned

Minimum Equipment List Procedures

Instructor Name; Print Ron KEPUNGER

Certificate Number & Type Att

10,05.10



PILOTS' PREVENTIVE MAINTENANCE PROGRAM

TRAINING RECORD - ROTORCRAFT PILOT

St does lo

ITEM NUMBER	DESCRIPTION	INSTRUCTOR SIGNATURE	HOURS	DATE
AS350-1P	Replacing rear position light bulb			10-14-10
AS350-2P	Replacing side position light bulbs		· · · · · · · · · · · · · · · · · · ·	10 14-10
AS350-3P	Removal and Installation of Medical Seat.			10-14-10
AS350-4P	Removal/Installation of 02 LOX System			10-14-10
AS350-5P	Removal/Installation of 02 LOX System — Liter External			
AS350-6P	Servicing of medical Liquid Oxygen System (LOX)			10-14 10
AS350-7P	Servicing of gaseous oxygen system			
AS350-8P	Installation and Removal of IABP			
AS350-9P	Installing and Removing Aerosled TD Rac and Sled			
AS350-10P	Checking Tail Rotor Control Rod.			10: 4:10
AS35011P	Checking Tail Rotor Blades.			10 14 1
AS350-12P	PIC 50 Mount Removal and Installation			
A\$350-13P	GNS 430/530 NavData Cards			10 14-1
AS350-14P	ALLS Deck Removal and Installation			
AS350-15P	GMX 200 NavData Cards			16.14.1
A\$350-16P	Checking TGB Control Lever.			10 14.1
GENERAL-1S	Handling and filling of oxygen cylinders.			10 14.1
GENERAL-2P	Aircraft stretcher safety belt installation			10 14 1
No Item Number Assigned	Fire Extinguisher Operation			10-14-1
No Item Number Assigned	Maintenance Log Procedures			10 14-1
Air Methods MEL Policy	Minimum Equipment List Procedures			10-14
AAIP of RFM	Aircraft Airworthiness Check		<u> </u>	14.14

Instructors Name: Print P. ... KEPUN' NE Certificate Number & Type Air

Signature_ Total Hours of Training

Date: 04/01/10

Revision: 4

46

Subject: AS-350B2

Lesson	Taken Date
Normal Procedures 1	1/4/2011
Normal Procedures 2	1/4/2011
Limitations 1	1/8/2011
Limitations 2	1/8/2011
Emergency Procedures 1	1/8/2011
Emergency Procedures 2	1/8/2011
Performance - Weight and Balance	1/8/2011
Power Train and Rotors	1/8/2011
Electrical System	1/8/2011
Hydraulic System	1/8/2011
Aircraft General	1/8/2011

Exam	Percentage	Status	Taken Date
AS-350B2 Exam	93%	Pass	1/8/2011

Subject: Aeronautical Decision Making

Lesson	Taken Date
Introduction	2/16/2011
Self-Assessment	2/18/2011
Stress and Flying	2/18/2011
Risk Management	2/18/2011
Identifying the Enemy	2/18/2011

Exam	Percentage	Status	Taken Date
Aeronautical Decision Making Exam	. 80%	Pass	2/18/2011

Subject: Aeronautical Information Manual - VFR

Subject. Actoriautical fillorination Manual - 4) N				
Lesson	Taken Date			



Name: Freudenberg, James

3/16/2011

Navigation	nal Aids - VFR	2/16/2011
Airport Lig	hting	2/16/2011
Airspace		2/17/2011
Services for	or Pilots	2/17/2011
Radio Con	nmunications	2/17/2011
Airport Op	erations	2/17/2011
Clearance	s - VFR	2/17/2011
Preflight -	VFR	2/17/2011
Enroute		2/17/2011
Distress a	nd Urgency and Ditching	2/17/2011
Safety of F	Flight 1	2/17/2011
Safety of F	Flight 2	2/17/2011
Safety of F	Flight 3	2/17/2011
Medical Fa	acts	2/17/2011
Miscellane	ous Info - Heli Pilots	2/17/2011
HEMS Ope	erations	2/17/2011

Subject: Aeronautical Information Manual - VFR

Exam	Percentage	Status	Taken Date
Aeronautical Information Manual - VFR Exam	95%	Pass	2/17/2011

Subject: Crew Resource Management - Air Methods

Lesson	Taken Date
Communication	2/5/2011
Situational Awareness	2/5/2011
Decision Making	2/5/2011
Cockpit Resource Management	2/5/2011

Exam	Percentage	Status	Taken Date
Crew Resource Management - Air Methods	100%	Pass	2/5/2011

Subject: Helicopter Aerodynamics

Lesson	Taken Date
Aerodynamics 1	2/17/2011
Aerodynamics 2	2/17/2011
Aerodynamics 3	2/17/2011
Hazards of Helicopter Flight 1	2/17/2011
Hazards of Helicopter Flight 2	2/17/2011

Exam	Percentage	Status	Taken Date



Name: Freudenberg, James 3/16/2011

Helicopter Specific Exam 100% Pass 2/17/2011

Subject: Helicopter Windshear

Lesson	Taken Date
Windshear Weather - 1	2/5/2011
Windshear Weather - 2	2/5/2011
Windshear Encounters	2/5/2011

Exam	Percentage	Status	Taken Date
Helicopter Windshear Exam	95%	Pass	2/5/2011



Training Records

Air Methods

Name: Freudenberg, James

12/8/2010

Subject: Night Vision Goggles

Lesson	Taken Date
NVG Human Factors	11/9/2010
NVG Environment and Considerations	11/9/2010
NVG Equipment and Operation	11/9/2010

Exam	Percentage	Status	Taken Date
Night Vision Goggles Exam	83%	Pass	11/9/2010

Subject: Air Methods Operations Manual thru Rev. 4

Lesson	Taken Date
Introduction	12/3/2010
General Operations	12/3/2010
Flight Operations 1	12/3/2010
Flight Operations 2	12/3/2010
Flight Operations 3	12/3/2010
Flight Operations 4	12/3/2010
Flight Operations - Helicopter Specific	12/3/2010
Medical Crewmembers Guidance	12/3/2010
Communications Specialist Guidance	12/3/2010
Other Procedures and Policy Instructions	12/3/2010
Operations Specifications 1	12/3/2010
Operations Specifications 2	12/3/2010
Operations Specifications 3	12/3/2010

Exam	Percentage	Status	Taken Date
Air Methods Ops Manual Exam	90%	Pass	12/3/2010

Subject: Anti-ice and Deice

Lesson			Taken Date
Anti-ice and Deice		-	11/13/2010

Exam	Percentage	Status	Taken Date
Anti-ice and Deice Exam	90%	Pass	11/13/2010

Subject: Brownout, Whiteout, and Flat Light Conditions

Less	on	Taken Date	



Name: Freudenberg, James	12/8/2010
General	11/8/2010
Takeoff and Departure	11/9/2010
Enroute	11/9/2010
Approach and Landing	11/9/2010

Subject: Brownout, Whiteout, and Flat Light Conditions

Exam	Percentage	Status	Taken Date
Brownout, Whiteout, and Flat Light Conditions Exam	83%	Pass	11/9/2010

Subject: JEPPESEN Instrument Charts

Lesson	Taken Date
Departures and Arrivals 1	11/13/2010
Departures and Arrivals 2	11/13/2010
Enroute Charts 1	11/13/2010
Enroute Charts 2	11/13/2010
Approach Charts 1	11/13/2010
Approach Charts 2	11/13/2010
Approach Charts 3	11/13/2010

Exam	Percentage	Status	Taken Date
JEPPESEN Exam	95%	Pass	11/13/2010

Subject: Land and Hold Short

Lesson	Taken Date
Land and Hold Short 1	11/10/2010
Land and Hold Short 2	11/10/2010
Land and Hold Short 3	11/10/2010

Exam	Percentage	Status	Taken Date
Land and Hold Short Exam	85%	Pass	11/10/2010

Subject: NACO Charts

Lesson	Taken Date
Departures and Arrivals 1	11/13/2010
Departures and Arrivals 2	11/13/2010
Enroute Charts 1	11/13/2010
Enroute Charts 2	11/13/2010
Approach Charts 1	11/13/2010
Approach Charts 2	11/13/2010
Approach Charts 3	11/13/2010



Subject: NACO Charts

Exam	Percentage	Status	Taken Date
NACO Exam	95%	Pass	11/13/2010

Subject: Slips Trips and Falls

Lesson	Taken Date
Slips Trips and Falls 1	11/10/2010
Slips Trips and Falls 2	11/10/2010

Exam	Percentage	Status	Taken Date
Slips Trips and Falls Exam	100%	Pass	11/10/2010

Subject: Survival

Lesson	Taken Date
General	11/9/2010
Food	11/9/2010
Water	11/9/2010
Making Fires	11/9/2010
Signaling	11/9/2010
Desert Survival	11/9/2010
Arctic Survival	11/9/2010
Survival at Sea	11/9/2010
Navigation	11/9/2010

Exam	Percentage	Status	Taken Date
Survival Exam	90%	Pass	11/9/2010





Base: Life Net 2-2 St. Joseph, MO. Base 5306	***************************************		
Initial T	rain	ing	
		Date	instructor Signature
Local Area Exam 100%	X	10/08/2010	
Recurrent	Tra	aining	,
		Date	Instructor Signature
Local Area Exam			
ppropriate local flying area within the previous 12 calendar ying area.	month:	ed a local flying s. Pilots may be	area written examination on the qualified for more than one local
lying area. Any flight outside a local flying area is a cross-country opera written examination on a particular local flying area within the experience in that area, must use the cross-country VFR min Operations — Helicopter Specific VFR Weather Minimums, where the local flying area examination will be administered by the Manager (ASM), or Lead Pilot familiar with the local flying area nanager administering the examination will email the test reconstruction.	months e previ ima de ien ope Progra ea. The	e. Pilots may be plots who have rous 12 calendar secribed in AMC (erating in that are management with the personnel of the plot's name, date	qualified for more than one local not passed the local flying area months, regardless of operational General Operations Manual Flight a. The seger (PAM) / Aviation Service is be maintained locally. The sef successful completion of the
Any flight outside a local flying area is a cross-country operativing area. Any flight outside a local flying area is a cross-country operativitien examination on a particular local flying area within the experience in that area, must use the cross-country VFR min Operations — Helicopter Specific VFR Weather Minimums, where the local flying area examination will be administered by the Manager (ASM), or Lead Pilot familiar with the local flying area manager administering the examination will email the test research and the name of the base to the Flight Records in the controls of the color area orientation will receiving the orientation will occupy the co-pilot the controls unless Seat Dependant Training is paragraph 12.04.04, requires 5 hours local area pilot in command or at the controls prior to per 2. Check the boxes that apply. 3. Email completed form: Type "Training forms" of 135forms@airmethods.com. Save as pilotnamed. Training shall be conducted by the Program Average (ASM), Lead Pilot and sign this form to certify the certific that the certific the certific that the certific th	months tion. Fe previ ima de nen oper Progra a. The sults, p Special If fly ti ot stati comp orient formin on the e.local lation	Pilots may be plots who have rous 12 calendar is scribed in AMC (crating in that are am Aviation Mana examination will life per sub-paragine aircraft from on or suitable atton of which ig EMS mission subject line and areaexam.mon Manager (PAM)	qualified for more than one local not passed the local flying area months, regardless of operational deneral Operations Manual Flight is. Inger (PAM) / Aviation Service I be maintained locally. The of successful completion of the graph 3 below. The Pilot's Station and the pilotiternative (will not manipulate ccreditation Standards, 2 hours must be at night as is.) I send to thindate.pdf.

AMC TF 114 R-4

11/11/2008



Base Orientation Checklist

Base Location: St. Joseph, MO STJMO Base5306

Pilot's Name: <u>James Freundenberg</u>

Certificate Type/Number

1. Introduction

New hire and relief pilots will be given day and night orientation flights as necessary prior to operating as PIC. Required flight times for day and night orientation will be determined after discussion between the Area Assistant Chief Pilot and Area Aviation Manager.*

* CAMTS Accreditation Standards, paragraph 12.04.04, requires 5 hours local area orientation of which 2 hours must be at night as pilot in command or at the controls prior to performing EMS missions. Use CAMTS orientation requirements if the base is CAMTS certified.

Install dual flight controls for orientation flights; if dual flight controls are not available the pilot conducting the orientation will fly the aircraft. This may necessitate taking an aircraft out of service to install the dual controls and pilot seat. The pilot receiving the orientation will be seated at a station that allows observation of intended landing areas if not seated at a pilot station. Conduct orientation flights during daylight hours first, followed by a night orientation. The orientation pilot should demonstrate all approaches, both day and night, to afford the new hire pilot the opportunity to observe the approaches and landing sites. Orientation training may be conducted by any base pilot.

Any pilot seated at a pilot station not normally flown and manipulating the flight controls must have completed Seat Dependent Training in accordance with Air Methods Pilot Training Program.

2. Administration

- a. Program Organization
- b. Program Policies (General, Parking, ID Badges, Keys, etc)
- c. Facilities Familiarization
- d. Air Methods Organization
- e. Air Methods Policies (Schedule, Vacation, etc.)
- f. Air Methods Office (Housekeeping, Equipment, Storage/Files, etc)
- g. Air Methods Computer
- h. Records/Reports (Flight Log, Flight and Duty Time, AIDMOR, Fuel Log, Expenses, etc).
- i. Meetings (Air Methods, Safety Committee, etc)

3. Operations

- a. Ground and Flight Safety
 - 1) Program Safety Philosophy
 - 2) Pre-Accident Plan

Air Methods

- 3) Login into 411 System, check pilot status (notify the training department if pilot is unable to login).
- 4) Weather
 - a) Applicable Air Methods and Program Minimums
 - b) Reporting Points/Times
 - c) Local Phenomena
 - d) Weather Data Sources (DUAT, WSI, DTN, FSS)
 - e) Inadvertent IMC Procedures
 - f) Severe Weather Procedures
- 5) Operating Attitudes
 - a) Minimum Safe Altitudes
 - b) Medical Protocol for Altitude (Notification points for Medical Personnel)
- 6) Patient Loading/Unloading
- 7) Helipad Security

4. Operating Area

- a. Local Area Definition
- b. Map Study (Sectionals, Road Maps, City Maps, IFR Publications, etc)
- c. Hospitals (Reference Book)
- d. Scene Response Area (Procedures, Pre-Designated Areas)
- e. Programmed Waypoints (Reference Book)
- f. Airports
- g. Special Use Airspace
- h. ATC Facilities
- i. Landmarks
- j. Hazards (Wires, Towers)
- k. Inadvertent IMC Procedures
- I. Site specific OHSA requirements

5. Communications

- a. Assigned Communications Center
- b. Flight Request Notification (Pager, Phone, Radio etc)
- c. Flight Following (Format, Interval, etc)
- d. Local Agencies (Frequencies, Procedures, etc)
- e. Transponder Codes
- f. Emergency/Precautionary Landings

6. Aircraft Orientation

- a. General discussion of the AS350B2 type aircraft
- b. Avionics
 - 1) ATC Communications
 - 2) Medical Communications (PL Tones, Encoder, etc)
 - 3) Navigation (VOR, ADF, Loran, GPS, Associated Displays, etc)
- c. Oxygen System (Operating, Servicing, etc)
- d. Survival Equipment (Location, Operation, etc)
- e. Medical Equipment (Location, Operation, etc)
- f. Aircraft Winter Covers/Sunscreens/Tie-downs
- g. Two Patient Configuration (If Applicable)
- h. Weight and Balance (Computer, Trip/Load Manifests, etc.)
- i. Lighting Systems (Primary Aircraft, Searchlight, Supplemental, etc)



- j. Auxiliary Equipment (Hoist, Snowshoes, etc)
- k. Shoreline Power Procedures (Heaters, etc)
- I. Aircraft Logbooks (AD's, Status Sheets, Cycle Count, Power Check etc)
- m. On-board Publications (Charts, Manuals, Location References, etc)
- n. Aircraft Ground Handling

7. Flight Operations

- a. Standby Requests
- b. Flight Requests (Medical, Neonate, Balloon, etc)
- c. Search and Rescue Requests
- d. Public Relations Requests
- e. Refueling (Locations, Payment, Records, etc)
- f. Non-Revenue Flights (Maintenance, Training, Ferry)

8. Maintenance

- a. Maintenance Procedures Training (AAIP, PM Servicing Training)
- b. Mechanical Interruption Summary
- c. Aircraft Cleaning & Decontamination (Cleaning Supplies, etc)
- d. Fuel Samples
- e. Maintenance Publications
- f. Maintenance Facilities (Location of Tools, Parts, etc)
- g. MEL Procedures

	landling of A/C	
	perations	
	k Operations	
Hanger U	perations	
10. Flight	t Orientation	
a.	Day	
	Date: 10/08/2010 Flight Time: 1.5 Landings: 7	
	Date: 10/11/2010 Flight Time: 1.5 Landings: 2	
	Date: Flight Time: Landings:	
	Date: Flight Time: Landings:	
	Date tugit into turidingo	
b.	Night	
	Date: 10/11/2010 Flight Time: 1.0 Landings: 2	
	Date: Flight Time: Landings:	
	Date: Flight Time: Landings: Date: Flight Time: Landings:	

Send completed forms attached to email: Type "Training forms" on the subject line and send to 135forms@airmethods.com.

Pilots Printed Name and Sig



Information: EMPLOYED BY Air Methods (NAME OF CHECK AIR) Jay W. W.	Freudenberg, J Grade Number QMLA253U Corporation	James Richard	rcial Pilot	St. Joseph, TYPE OF CHECK FAR 135,293	, MO (KSTJ)	Observed Evaluation 135.3	Recurrent D				
Pilot Certification Information: EMPLOYED BY Air Methods (IAME OF CHECK AIR Jay W. W.	Freudenberg, J Grade Number QMLA253U Corporation	James Richard Comme	rcial Pilot		,,,,,	Initial 🖾	Recurrent 🗆				
MPLOYED BY Air Methods (MAME OF CHECK AIR Jay W. W.	Grade Number QMLA253U Corporation	Comme	rcial Pilot	FAR 135.293 🗹							
MPLOYED BY Air Methods (MAME OF CHECK AIR Jay W. W.	Number QMLA253U Corporation		rcial Pilot		FAR 135.297 O	FAR 135.299 HNVGO					
Air Methods (NAME OF CHECK AIR Jay W. W.	QMLA253U Corporation	BASED AT ICH, S.		MEDICAL INFORMA		Class	SECOND				
Air Methods (NAME OF CHECK AIR Jay W. W	Corporation			Date of Exam.	09/01/2010	Date of Birth	<u> L</u>				
NAME OF CHECK AIR Jay W. W				TYPE AIRCRAFT (A		1					
Jay W. W			eph, MO		350						
		SIG OF CHECK AIR	MAN	FLIGHT TIME		AIRCRAFT N NUMBE					
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	TOTAL E ENGINEEN (CIT	· · · · · · · · · · · · · · · · · · ·	GRADE		APPROACHES TO LAND	INGS (Continued)	GRADE				
att 133.263/133.281 C	Oral (MI	Written	S	Circling Approach	NONE OPERAL AND THE	TOCKNOW BROCERUINES	N/A				
.	GROUND OP	PEHALIONS	T .	 	NONNORMAL AND EM	ERGENCY PROCEDURES					
reflight inspection			8	System Malfunctions			S				
Start Procedures			S	Recovery from IMC	at Alaliaantes without a	adb. (asta mantation)	S				
axing and Ground Hover			S		el (Helicopters without st		s				
Pretakeoff Chacks	* 1/2 AW 4		s	Instrument Approach	(Type)	KSTS ILS PWY 35	\$				
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lamal			S	Hovering Autorotations		only) (ORAL)	S				
nstrument:			N/A	Tail Rotor Failure	,	Only)	s s				
Vith Powerplant Fallure	(ME O	nly)	N/A		Dynamic Rollover (Oral Ordy) Low Rotor RPM (Oral Ordy)						
lapid Deceleration (Quick S	itop)		S	Low Rotor RPM	s s						
rea Departure			N/A	Anti-Torque System Failure (Oral Only) Confined Area / Pinnacle Operations							
	INFLIGHT MA	ANEUVERS	·		Operations		S				
iteep Turns			S	Slope Operations							
ettling with Power	(Oral Or	nly)	S	Ground Hazard Recognit			S				
Inusual Attitude Recovery			s	Brownout / Whiteout / Fla	it Light Operations		s				
	INSTRUMENT P	PROCEDURES	r	Use of External Lighting	053	10041	S				
rea Arrival			N/A		GEF	IERAL					
lolding			N/A	Judgement			S				
iormal ILS Approach			N/A	Crew Coordination		ENCY INFORMATION	\$				
ngine-Out ILS	(ME Only	y)	N/A								
oupled Approach			N/A		sfactory Knowledge 135.2		Month/Year				
onprecision Approach	(Type)		N/A	Make/Model Expires:	AS350	(12 Months)	OCT/2011				
econd Nonprecision Approx			N/A		factory Competency 135.		Month/Year				
lissed Approach from an ILS	5		N/A	Make/Model Expires:	AS350	(12 Months)	OCT/2011				
econd Missed Approach			N/A		tisfactory Line Checks 13		Month/Year				
rding Approach	(Type)	2401724	N/A	Make/Model Expires:	AS350	(12 Months)	OCT/2011				
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ormal			S	Make/Model Expires:	N/A Satisfactory HNVGO	(6 Months)	N/A Month/Year				
anding from an ILS		. n - t - 1	N/A	National Control		(12 Mantha)	Month/Year N/A				
anding with Engine-Out		Only)	N/A	Make/Model Expires:	N/A	(12 Months)					
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tial Qualification, establish	southern month of O-to	her Hand 0:20 South	Pakota DI #00050060	1	MISCEL.	(List Aircraft Make/N	Indel/Series Relout				
DEI QUAIRICATION, ESTADIISH I	New Death WOUTH OF OCK	uor. muud u+20. 30UM l	JANUA LJERUUSOSUOS	Aircraft Oral Satisfactory	ßī.	(List All Class Make)	Control of the contro				
	······			AS350B	AS350BA	AS350B2					
esults of Check	(5.4.6.1.)	El Approved	Disapproved								
heck Airman's Performance REGIO		DISTRICT OFFICE	Unsatisfactory		EA	A INSPECTOR'S SIGNATU	RE .				

DEN-FSDD / FAA Approved/Accepted: Date:

AIrMetno	as									
				He	licopter	Training				
Name: Freudenberg, James	Richard						Date: 10/06/2010			
Training Category:	Initial N	lew Hire Tr	aining				Aircraft Type AS350 B,BA,B2 and N#	N352L	N	
Training Environment:	D	N	А	H/AI	П	AATD	D=Day N=Night A=Aided H/AI=Hood/A AATD=Advance Aviation Training Device		TT=Tota	al Time
Flight Time:	0+33			0+20	0+33		Grade only the maneuvers trained with a		Log all t	training
Cumulative Flight Time:	3+01	1+07		1+20	4+08		times in hours and minutes.			
				Α	В	С		Α	В	С
Ground Operations							Landings and Approaches to Landings			
Preflight Inspection Start Procedures					X		Normal Steep		 	
Taxiing and Ground Operation	ns			 	X		Rejected Landing			
Pre-takeoff Checks					X		Landing from an ILS			
Takeoff and Departures			· · · · · · · · · · · · · · · · · · ·	,		,	Landing with Engine-Out (ME only)			
Normal				 	X		AFCS/FD Familiarization		-	
Instrument	7			 	 		NAV/HSI Procedures		X	
With Power-plant Failure (ME Rejected ☐ Con	tinued 🔲						Radar/ Storm-scope Use			
Rapid Deceleration (Quick St	(qo)			ļ	ļ		Transition Unaided to Aided Flight (NVG)			
Area Departure In-Flight Maneuvers							Non-Normal & Emergency Procedures System Malfunctions			
Steep Turns							Recovery from IMC		x	
Settling with Power (oral only	·)			 	1		Maneuver by Partial Panel	-		
Unusual Attitude Recovery							Instrument Approach ILS RW 35 KST		X	
Instrument Procedures							Power Failure and Autorotation to a	1	×	
							Power Recovery (SE only)			
Area Arrival				 	ļ.,		Hovering Autorotations (SE only) Tail Rotor Failure (Oral only)			
Holding Normal ILS Approach				-	ļ		Dynamic Rollover (Oral only)	-		
Engine-Out ILS Approach (M	F only)			 	1		Low Rotor RPM (Oral only)			
Coupled Approach	<u></u>						Anti-Torque System (Oral only)			
PAR Approach							Confined Area / Pinnacle			
Non-Precision Approaches w	ith MDA						Slope Operations			ļ
VOR				 	ļ		Ground Hazard Recognition Brownout / Whiteout / Flat Light Ops			ļ
VOR/DME NDB			····				Use of External Lighting			-
NDB/DME		·····		 	+		Engine Fire (Oral Only)			
LOC	·····						Governor Failure / FADEC			
LOC BC							Hydraulic Failure			
LOC/DME							Landing Gear Failure			
SDF				 	ļ		Instrument Failure	├		
ASR				 -	ļ		Generator Failure Inverter Failure			 -
LDA/DME				-			AFCS Failure	-		1
GPS							Communications Failure			
GPS/WAAS/VNAV							General			
GPS RNAV Non Pt 97							Judgment		X	
Use of Auto-Pilot					ļi		Crew Coordination	 -	X	
Missed Approach from ILS				 			Situational Awareness Use of Checklist		X	
Second Missed Approach Circling Approach							Ose of Officials		7.	
Circle to Land Approach Man	euver									
		Typenda I	AA DTC	100 TO	Meete E	AA DTC	C = Requires Additional Traini	na	+ <u>5004</u>	1 200 250
	d on EAD	135 Compo	stancy Ch	ack FAR	135 293 (a) and (b)	and Line Check FAR 135.299	· · · · · · · · · · · · · · · · · · ·		A STATE OF THE
JW Recommen	d a flight te	est be cond	lucted be	ore compli	etion of re	commen	ded Recurrent training hours			
Recommen	d an FAR	135 IFR Pr	oficiency	Check FA	₹ 135.297	·				
Recommen	d an NVG	Proficiency	Check							
Demonstrat	ted Satisfa	ctory Instru	ment Pro	ficiency FA	NR 61.57	(a)				
Comments (Required for A ar 2 starts for training, 1EPU	nd C):									
Instructor / Check Airman Sig Instructor / Check Airman Nai	nature:	yW.Wats	on neder	CP		Pilot Sig	nature: James R. Freudenberg	-		
Observed by:	iiie, Ja	win sadio	U.1,	<u> </u>		TITLE:				
TRAINING CAPTAIN / INSTE										
Send completed forms attack	ned to ema	il: Type "T	raining f	orms" on t	he subjec	t line and	send to 135forms@airmethods.com.			

__Date:__

5/6/2010

DEN-FSDO / FAA Approved/Accepted_

lame: Freudenberg, James raining Category: raining Environment: light Time:	- 				licopter							
raining Environment:	Initiat N						Date: 10/05/2010					
raining Environment:		ew Hire Tra	Aircraft Type AS350 B,BA,B2 and N #	13531	<u> </u>							
light Time:	 	T		T	Τ	1	D=Day N=Night A=Aided H/AI=Hood/A			otal Time		
	D	N	A	H/AI	П	AATD	AATD=Advance Aviation Training Device					
	1+03	1+07		1+00	2+10		Grade only the maneuvers trained with a	า "X".	og all i	raining		
Cumulative Flight Time:	2+28	1+07		1+00	3+35		times in hours and minutes.	·mv				
				А	В	С		Α	В	С		
Preflight Inspection					X		Landings and Approaches to Landings Normal		X			
start Procedures					X		Steep		X			
axiing and Ground Operatio	ns				X		Rejected Landing					
re-takeoff Checks					X		Landing from an ILS					
akeoff and Departures							Landing with Engine-Out (ME only)					
lormal					X		AFCS/FD Familiarization					
nstrument							NAV/HSI Procedures	-	Х			
Vith Power-plant Failure (ME Rejected ☐ Cont							Radar/ Storm-scope Use					
apid Deceleration (Quick St	op)				X		Transition Unaided to Aided Flight (NVG)					
rea Departure							Non-Normal & Emergency Procedures					
n-Flight Maneuvers					,		System Malfunctions		X			
teep Turns				<u> </u>	X		Recovery from IMC		X			
ettling with Power (oral only)					X		Maneuver by Partial Panel		X			
Inusual Attitude Recovery		-			X		Instrument Approach KST3 165 RWY 35 Power Failure and Autorotation to a		X			
strument Procedures							Power Recovery (SE only)		Х			
rea Arrival							Hovering Autorotations (SE only)		Х	 		
lolding				 			Tail Rotor Failure (Oral only)		X			
lormal ILS Approach							Dynamic Rollover (Oral only)		X			
ngine-Out ILS Approach (MI	only)						Low Rotor RPM (Oral only)		X			
oupled Approach							Anti-Torque System (Oral only)		X			
AR Approach							Confined Area / Pinnacle		X			
on-Precision Approaches wi	th MDA						Slope Operations		X			
VOR	·· 						Ground Hazard Recognition		X			
VOR/DME							Brownout / Whiteout / Flat Light Ops		X			
NDB				<u> </u>			Use of External Lighting Engine Fire (Oral Only)		X			
NDB/DME LOC					 		Governor Failure / FADEC		X			
LOC BC					 		Hydraulic Failure		X			
LOC/DME							Landing Gear Failure					
SDF							Instrument Failure		X			
ASR			······································				Generator Failure		X			
LDA							Inverter Fallure					
LDA/DME							AFCS Failure					
GPS							Communications Failure		Χ			
GPS / WAAS / VNAV							General		V			
GPS RNAV Non Pt 97							Judgment		X			
se of Auto-Pilot				ļ			Crew Coordination Situational Awareness		X			
lissed Approach from ILS							Use of Checklist		$\hat{\mathbf{x}}$			
econd Missed Approach							OSE OF CHECKISE					
Ircling Approach	NIIVOT											
ircle to Land Approach Mans												
CINITIAL GRADING	. A ⊒E	xceeds/F	AAPTS	B =	Meets F	AA PTS	cont C = Requires Additional Traini	頂鐵板				
Recommend	an FAR 1	135 Compe	tency Chi	eck, FAR 1	135.293 (:	a) and (b)	and Line Check FAR 135.299					
Recommend	d a flight te	st be condu	ucted befo	ore comple	etion of re	commen	ded Recurrent training hours					
Recommend	an FAR	135 IFR Pro	ficiency (Check FAF	3 135.297							
Recommend	an NVG	Proficiency	Check			, <u>, , , , , , , , , , , , , , , , , , </u>						
Demonstrate		ctory Instrur	nent Prof	iciency FA	R 61.57	(d)						
omments (Required for A an starts for training	d C):											
structor / Check Airman Sign	nature:	W. Watso				Pilot Sid	gnature:/James R. Fréudenberg					

TRAINING CAPTAIN / INSTRUCTOR OBSERVED RIDE IAW PART 135.340 ----

AMC TF 108 R-19 5/6/2010



All Metire	/U3 			· · · · · · · · · · · · · · · · · · ·					بيخسب	
			····	He	llcopter	Training				
Name: Freudenberg, James	Richard						Date: 10/04/2010			
Training Category:	Initial No	ew Hire Tra	aining				Aircraft Type AS350 B,BA,B2 and N # N	1352LN	J	
Training Environment:	D	N	А	H/AI	П	AATD	D=Day N=Night A=Aided H/AI=Hood/Ac AATD=Advance Aviation Training Device	tinst T	T=Tota	al Time
Flight Time:	1+25				1+25		Grade only the maneuvers trained with an	"X". L	og all t	raining
Cumulative Flight Time:	1+25				1+25		times in hours and minutes.			
						·				
				Α	В	С		Α	В	C
Ground Operations				,			Landings and Approaches to Landings			
Preflight Inspection Start Procedures					X		Normal Steep		X	
Taxiing and Ground Operation	ns				x		Rejected Landing			
Pre-takeoff Checks					Х		Landing from an ILS			
Takeoff and Departures				· · · · · · · · · · · · · · · · · · ·			Landing with Engine-Out (ME only)			
Normal Instrument					X		AFCS/FD Familiarization NAV/HSI Procedures		X	
With Power-plant Failure (Mi	- only)			1						
Rejected Con							Radar/ Storm-scope Use			
Rapid Deceleration (Quick S	top)				Х		Transition Unaided to Aided Flight (NVG)			
Area Departure In-Flight Maneuvers							Non-Normal & Emergency Procedures System Malfunctions			
Steep Turns	,		· · · · · · · · · · · · · · · · · · ·				Recovery from IMC			
Settling with Power (oral only	')				X		Maneuver by Partial Panel			
Unusual Attitude Recovery							Instrument Approach			
Instrument Procedures							Power Failure and Autorotation to a Power Recovery (SE only)		Х	
Area Arrival				l			Hovering Autorotations (SE only)			
Holding		· · · · · · · · · · · · · · · · · · ·					Tail Rotor Failure (Oral only)			
Normal ILS Approach							Dynamic Rollover (Oral only)			
Engine-Out ILS Approach (M	E only)			ļ			Low Rotor RPM (Oral only)			
Coupled Approach PAR Approach							Anti-Torque System (Oral only) Confined Area / Pinnacle		X	
Non-Precision Approaches w	ith MDA						Slope Operations		X	
VOR							Ground Hazard Recognition		Χ	
VOR/DME						i	Brownout / Whiteout / Flat Light Ops		X	
NDB NDB/DME				 			Use of External Lighting Engine Fire (Oral Only)		^	
LOC							Governor Failure / FADEC			
LOC BC							Hydraulic Failure		X	
LOC/DME							Landing Gear Failure			
SDF							Instrument Failure Generator Failure			
ASR LDA							Inverter Failure			
LDA/DME							AFCS Failure			
GPS							Communications Failure			
GPS/WAAS/VNAV				 			General Judgment		Х	
GPS RNAV Non Pt 97 Use of Auto-Pilot							Crew Coordination		Χ	
Missed Approach from ILS							Situational Awareness		X	
Second Missed Approach							Use of Checklist		X	
Circling Approach								 -		
Circle to Land Approach Mar										
INITIAL GRADING	: A=E	xceeds F	AA PTS	BE	Meets F	AA PTS	- C = Requires Additional Trainin	19	从 注	
Recommer	d an FAR 1	35 Compe	tency Ch	eck, FAR 1	135.293 (a) and (b)	and Line Check FAR 135.299		······································	
Recommer	d a flight te	st be cond	ucted bef	ore comple	etion of re	commen	ded Recurrent training hours			
Recommer Recommer	d an HAH I	Proficiency	Check	Uneck FAF	1 135.297	<u> </u>				
Demonstra	ted Satisfac	tory instru	ment Prof	ficiency FA	R 61.57	(d)				
Comments (Required for A a	nd C):									
2 starts for training										
Instructor / Check Airman Sig	nature:					Pilot Sig	gnature. James R. Freudenberg			
Instructor / Check Airman Na	me: Ja	y W. Watisc	on ,	P						
Observed by:			n		0= 2 1 =	TITLE:				
TRAINING CAPTAIN / INSTE										
*Send completed forms attac	ned to emai	l: Type "Ti	raining fo	orms" on the	ne subjec	t line and	send to 135forms@airmethods.com.			

_Date:__

5/6/2010

DEN-FSDO / FAA Approved/Accepted_



RECORD AND CERTIFICATE OF BASIC INDOCTRINATION

Name: James Richard Freudenberg

DATE	MODULE	INSTRUCTOR
	Operator Specific Modules	
18 sep 10	1. Duties and Responsibilities	
145ept 10	2. Federal Aviation Regulations	-
165ept 10	3. AMC Operations Manual / Flight Control	4
185ept 10	4. Contents of Certificate and Operations Specifications	
13 sept 10	5. Human Resources / Productive Work Environment	
175ep+10	6. Safety / ASAP	
195eft 0	7. Blood Borne Pathogens	
19 Sopt 10	8. Oxygen Transfilling	-
	Airman Specific Modules	
175ept 10	1. Weight and Balance	
15 septio	2. Meteorology, Adverse Weather, Windshear Avoidance	
165ept 10	3. High Altitude Operations	-
145ept 10	4. Aeronautical Information Manual/Airspace/ATC	•
195ert 10	5. Navigation and Concepts of Instrument Procedures	
N/A	6. Enroute and Term Charting & Flight Planning (IFR Only)	•
13 Sept-10	7. Aeronautical Decision Making/AMRM	-
HSPH n	8. Inadvertent IMC	-
19500+K)	9. Air Ambulance	-
N/A	10. LAHSO (FW Only)	-
1854PT 10	11. Aeromedical Factors	··
17 Sept 10	12. Operation During Ground Icing Conditions	-
	Other	
19 Sept 10	1. HAZMAT Recognition	
195ept 10	2. Fire Extinguisher Training	
195ed 10	2. Controlled Flight into Terrain Incidents (CFIT)	
17 Sept 9/19/24	3. Aircraft and Equipment Security / Ground Handling	
15 Contin	4. Portal and 411 System / Operational Control	

Complete this form: Type "Training Forms" on the email subject line and send attached tile to 135forms1@airmethods.com, 135forms2@airmethods.com, 135forms3@airmethods.com, or 135forms4@airmethods.com, as appropriate.

I certify that the above named pilot	has	
completed the indicated training Si	Signature	
Pr.	nnted Name	Norman B KNOX
	lignature 1	
۶n	unted Name James Rical	and Fraudenberg
		0
DEN-FSDO / FAA Approved/Accepted		Date:



Pilot Duty Assignment

Name:	Freudenberg, James Richard	Base Assignment:	Rapid City, SD (RW)

Assigned Aircraft	Diff Tng									Assigned by	Date Assigned	Date Removed	Remark
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Approaches w/MDA		Δης	mach	es w/DA	Spirit 1	7 (F)	deres de la fina	/UIOF A	ssigne	d Duties	Date As	isignea	Date Removed
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DEN-FSDO / FAA Approved/Accepted Date