

| AIRMAN COMPETENCY/PROFICIENCY CHECK<br>FAR 135                     |  |                                                                                          |  | LOCATION<br>Blountville, TN (TRI)                                                                                                                                                  |  | DATE OF CHECK<br>09-29-2012                                                      |  |
|--------------------------------------------------------------------|--|------------------------------------------------------------------------------------------|--|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|----------------------------------------------------------------------------------|--|
| NAME OF AIRMAN (last, first, middle initial)<br>Grell, Gene L.     |  |                                                                                          |  | TYPE OF CHECK Part 135/NIGHT VISION GOGGLE<br>FAR 135.293 <input checked="" type="checkbox"/> FAR 135.297 <input type="checkbox"/> FAR 135.299 <input checked="" type="checkbox"/> |  |                                                                                  |  |
| PILOT CERTIFICATION INFORMATION:<br>Grade ATP<br>Number [REDACTED] |  | MEDICAL INFORMATION:<br>Date of Exam. 04-17-2012<br>Date of Birth [REDACTED]<br>Class II |  | TYPE OF AIRPLANE (Make/Model) Bell 407<br>Simulator/Training Device (Make/Model)                                                                                                   |  |                                                                                  |  |
| EMPLOYED BY:<br>Med-Trans Corporation                              |  | BASED AT (City, State)<br>Tucson, AZ                                                     |  | NAME OF CHECK AIRMAN<br>Donald L. Rodgers                                                                                                                                          |  |                                                                                  |  |
| SIGNATURE OF CHECK AIRMAN [REDACTED]                               |  | FLIGHT TIME<br>1.3                                                                       |  | N242MT                                                                                                                                                                             |  |                                                                                  |  |
| FLIGHT/MANEUVERS GRADE (S - Satisfactory U - Unsatisfactory)       |  |                                                                                          |  |                                                                                                                                                                                    |  |                                                                                  |  |
| PILOT                                                              |  |                                                                                          |  | Air-craft                                                                                                                                                                          |  | Simu-lator                                                                       |  |
|                                                                    |  |                                                                                          |  | Trng. Dev.                                                                                                                                                                         |  |                                                                                  |  |
| PREFLIGHT                                                          |  |                                                                                          |  | HELICOPTER                                                                                                                                                                         |  |                                                                                  |  |
| 1. Equipment Examination (Oral or Written)                         |  |                                                                                          |  | 1. Ground and/or Air Taxi                                                                                                                                                          |  |                                                                                  |  |
| 2. Preflight Inspection                                            |  |                                                                                          |  | 2. Hovering Maneuvers                                                                                                                                                              |  |                                                                                  |  |
| 3. Taxiing                                                         |  |                                                                                          |  | 3. Normal and Crosswind T.O. & Landings                                                                                                                                            |  |                                                                                  |  |
| 4. Powerplant Checks                                               |  |                                                                                          |  | 4. High Altitude Takeoffs & Landings                                                                                                                                               |  |                                                                                  |  |
| TAKEOFFS                                                           |  |                                                                                          |  | 5. Sim. Engine Failure                                                                                                                                                             |  |                                                                                  |  |
| 5. Normal                                                          |  |                                                                                          |  | 6. Confined Areas, Slopes, & Pinnacles                                                                                                                                             |  |                                                                                  |  |
| 6. Instrument                                                      |  |                                                                                          |  | 7. Rapid Deceleration (Quick Stops)                                                                                                                                                |  |                                                                                  |  |
| 7. Crosswind                                                       |  |                                                                                          |  | 8. Autorotations (Single Engine)                                                                                                                                                   |  |                                                                                  |  |
| 8. With Simulated Powerplant Failure                               |  |                                                                                          |  | 9. Hovering Autorotations (Single Engine)                                                                                                                                          |  |                                                                                  |  |
| 9. Rejected Takeoff                                                |  |                                                                                          |  | 10. Tail Rotor Failures (Oral)                                                                                                                                                     |  |                                                                                  |  |
| INFLIGHT MANEUVERS                                                 |  |                                                                                          |  | 11. Settling With Power (Oral or Flight)                                                                                                                                           |  |                                                                                  |  |
| 10. Steep Turns                                                    |  |                                                                                          |  | SEAPLANE OPERATIONS                                                                                                                                                                |  |                                                                                  |  |
| 11. Approaches to Stalls                                           |  |                                                                                          |  | 1. Taxiing, Sealing, Docking                                                                                                                                                       |  |                                                                                  |  |
| 12. Specific Flight Characteristics                                |  |                                                                                          |  | 2. Step Taxi & Turns                                                                                                                                                               |  |                                                                                  |  |
| 13. Powerplant Failure                                             |  |                                                                                          |  | 3. Glassy/Rough Water T.O. & Landings                                                                                                                                              |  |                                                                                  |  |
| LANDINGS                                                           |  |                                                                                          |  | 4. Normal Takeoff & Landings                                                                                                                                                       |  |                                                                                  |  |
| 14. Normal                                                         |  |                                                                                          |  | 5. Crosswind T.O. & Landings                                                                                                                                                       |  |                                                                                  |  |
| 15. From an ILS                                                    |  |                                                                                          |  | OTHER                                                                                                                                                                              |  |                                                                                  |  |
| 16. Crosswind                                                      |  |                                                                                          |  | 6. Ski Plane Ops. (when applicable)                                                                                                                                                |  |                                                                                  |  |
| 17. With Simulated Powerplant(s) Failure                           |  |                                                                                          |  | GENERAL                                                                                                                                                                            |  |                                                                                  |  |
| 18. Rejected Landing                                               |  |                                                                                          |  | 7. Judgment                                                                                                                                                                        |  |                                                                                  |  |
| 19. From Circling Approach                                         |  |                                                                                          |  | 8. Crew Coordination                                                                                                                                                               |  |                                                                                  |  |
| EMERGENCIES                                                        |  |                                                                                          |  | AIRMAN COMPETENCY INFORMATION:                                                                                                                                                     |  |                                                                                  |  |
| 20. Normal and Abnormal Procedures                                 |  |                                                                                          |  | Demonstrated Current Knowledge FAR 135.293(a)                                                                                                                                      |  |                                                                                  |  |
| 21. Emergency Procedures                                           |  |                                                                                          |  | Make/Model Expires NVG/Bell 407 (12 months) (09-2013)                                                                                                                              |  |                                                                                  |  |
| INSTRUMENT PROCEDURES                                              |  |                                                                                          |  | Demonstrated Competency FAR 135.293(b)                                                                                                                                             |  |                                                                                  |  |
| 22. Area Departure                                                 |  |                                                                                          |  | Make/Model Expires NVG/ Bell 407 (12 months) (09-2013)                                                                                                                             |  |                                                                                  |  |
| 23. Holding                                                        |  |                                                                                          |  | Satisfactorily Demonstrated Line Checks                                                                                                                                            |  |                                                                                  |  |
| 24. Area Arrival                                                   |  |                                                                                          |  | FAR 135.299 NVG/ Bell 407 (12 months) (09-2013)                                                                                                                                    |  |                                                                                  |  |
| 25. ILS Approaches                                                 |  |                                                                                          |  | Satisfactorily Demonstrated IFR Proficiency                                                                                                                                        |  |                                                                                  |  |
| 26. Other Instrument Approaches                                    |  |                                                                                          |  | FAR 135.297 (6 months) ( )                                                                                                                                                         |  |                                                                                  |  |
| Approaches: NDB/ADF                                                |  |                                                                                          |  | Use of Autopilot (is) (is not) Authorized.                                                                                                                                         |  |                                                                                  |  |
| VOR                                                                |  |                                                                                          |  | Expires (12 months) ( )                                                                                                                                                            |  |                                                                                  |  |
| ILS                                                                |  |                                                                                          |  | REMARKS                                                                                                                                                                            |  |                                                                                  |  |
| Other (Specify)                                                    |  |                                                                                          |  | Initial New Hire "September" Base Month/NVG                                                                                                                                        |  |                                                                                  |  |
| 27. Circling Approaches                                            |  |                                                                                          |  | Recurrent Month Demonstrated Inadvertent IMC,                                                                                                                                      |  |                                                                                  |  |
| 28. Missed Approaches                                              |  |                                                                                          |  | Unusual Attitude Recovery, Partial Panel and Instrument                                                                                                                            |  |                                                                                  |  |
| 29. Comm. / Nav. Procedures                                        |  |                                                                                          |  | Approach.                                                                                                                                                                          |  |                                                                                  |  |
| 30. Use of Auto Pilot                                              |  |                                                                                          |  | RESULT OF CHECK                                                                                                                                                                    |  |                                                                                  |  |
|                                                                    |  |                                                                                          |  | X Approved<br><input type="checkbox"/> Disapproved                                                                                                                                 |  | CHECK AIRMAN'S PERFORMANCE (FAA Only)                                            |  |
|                                                                    |  |                                                                                          |  |                                                                                                                                                                                    |  | <input type="checkbox"/> Satisfactory<br><input type="checkbox"/> Unsatisfactory |  |
| REGION                                                             |  | DISTRICT OFFICE                                                                          |  | FAA INSPECTOR'S SIGNATURE                                                                                                                                                          |  |                                                                                  |  |

# New Hire Base Training Checklist

1 JAN 10

A. BAM's or their appointed representative will be responsible to complete the New Hire training IAW the checklist below. Once completed and signed, scan and email this form to the Chief Pilot. It will be placed on SharePoint in the pilots 135 Records under the Additional Training section

B. New Hire pilots will shadow the day duty pilot for 2 day shifts and ride-along if possible.

## General Orientation

| <u>Item</u>                  | <u>Date Trained</u> |
|------------------------------|---------------------|
| Base/Hospital Orientation    | <u>10/04/12</u>     |
| Immunizations (Hepatitis/TB) | <u>10/04/12</u>     |

## Aircraft Orientation

|                                                                                                                                                                                               |                           |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|
| Local Area Orientation Flight (if pilot not familiar with area)<br>(Includes noise sensitive areas and corridors if applicable, and if in CO-<br>High Altitude Orientation Flight with an IP) | <u>10/05/12 1.9 hours</u> |
| Scenario Based Training Flight<br>(May be in conjunction with local area orientation)                                                                                                         | <u>10/05/12</u>           |
| Local Area Written Test                                                                                                                                                                       | <u>10/05/12</u>           |
| Com Center/Dispatch Procedures                                                                                                                                                                | <u>10/05/12</u>           |
| Litter System (and Isolette if applicable)                                                                                                                                                    | <u>10/05/12</u>           |
| Base Refueling Procedures                                                                                                                                                                     | <u>10/04/12</u>           |
| Aircraft 02 Recharging Procedures                                                                                                                                                             | <u>10/04/12</u>           |
| Aircraft GPS Familiarity and Practice                                                                                                                                                         | <u>10/05/12</u>           |
| Transporter/Dolly Procedures and Practice                                                                                                                                                     | <u>10/04/12</u>           |

## Office Orientation

Hazard/Flight Planning/HOE Map Location and Use 10/04/12

Status Board 10/04/12

Base Computer Access 10/04/12

Aviation Weather Access 10/04/12

Web Base Access and Practice 10/04/12  
(Time Management Clock, Duty Logs, OCF, OOS Maint Form)

Golden Hour 10/04/12

MTC Post Flight 10/04/12

PAIP/Emergency Contact Info 10/04/12

Share Point Access 10/04/12

- GOM (including Rev's)
- Training Manual
- MTC Forms
- MTC Contact List
- Read and Initial File
- Pilot Records

AVSTAR Log-On and procedures 10/04/12

Base Library 10/04/12

Location and Security of NVG's 10/04/12

Office Keys, Files and Equipment 10/04/12

Local Forms and Records 10/04/12

BAM  
Signature 

Pilot  
Signature 



## MED-TRANS Corporation Medical/Flight Crew Aircraft Orientation & Safety Training

Crew Member: Gene L. Grell Date: 24 Sept 2012

Pilot Trainer: Joe Malek-Madani AC/Model: Bell407

Medical Trainer: N/A

1. No smoking
2. Approaching/departing the aircraft
3. No objects higher than head
4. Location/use/operation of helipad fire extinguishers
5. Refueling system-
  - a. Refueling procedures (cold/hot)
  - b. Emergency fuel shut off

### B. Pre Flight and ground operations

1. Aircraft doors (operation and security)
2. Cargo door (operation and security)
3. Security of cabin equipment
4. Seatbelt/shoulder harness (fit and adjustment)
5. Helmet/headset (proper donning and adjustment)
6. Location/use/operation of aircraft fire extinguishers
7. Aircraft starting procedures-
  - a. Rotor untied
  - b. Security (bystanders, FOD, etc)
  - c. APU starts
8. Scene operations and tail rotor security
9. Avionics
10. Walk Around:
  - a. Shore line disconnected and properly stowed
  - b. Heater or air conditioner disconnected and properly stowed
  - c. Main rotor and tail rotor tie downs counted and removed
  - d. Intake covers removed (counted) and properly stowed
  - e. Cowling latches closed and latched properly
  - f. EPU cover closed and latched properly
  - g. Storage compartment closed and latched properly
  - h. Fuel cap properly closed/ seated and secured
  - i. Ground cable removed and stowed
  - j. Flightstep/Skids free of equipment or loose items

### C. Normal Flight Operations

1. Elements of Passenger Briefing (IAW FAR 135.117) Supplemented by Briefing Cards
  - a. Smoking.
  - b. Use of seat belts.
  - c. Location and means for opening the passenger entry door and emergency exits.
  - d. Location of survival equipment.

- e. Safe aircraft approach zones and danger areas.
- f. Location and operation of fire extinguishers
- g. Use of electronic portable devices

**D. Aircraft Emergency Operations**

- 1. Emergency radio calls (may day and pan-pan)
- 2. Crash landing positions
- 3. Crew and patient egress
- 4. Aircraft shutdown (fuel, throttle, electrical and rotor brake) and ELT Operation.
- 5. Oxygen master shut off
- 6. Survival kit
  - ❖ Discuss auto-rotational capability
  - ❖ Discuss Inadvertent IMC

**E. Navigation ( if applicable)**

- 1. GPS
- 2. Map reading

**F. Miscellaneous**

- 1. Weather codes (red, yellow, green)
- 2. Cold Weather operations
  - a. Proper attire
  - b. Electric heaters
- 3. Aircraft hangaring and ground handling
- 4. Oxygen Servicing
- 5. Non-Carriage of Hazardous Materials

**G. Medical ( Applicable items particular to aircraft and type of operation )**

- 1. Location and use of:
  - a. Main and portable O2 tanks
  - b. O2 regulator and air regulator (if applicable)
  - c. Cabin lights
  - d. Procedure lights
  - e. Intercom, radios, satellite phones, Skytrac, ELT
  - f. Suction, including med-wall control and suction unit
  - g. Power inverter
  - h. Heater
  - i. Monitor and defibrillator
- 2. Location and type of fixed medical supplies
- 3. Loading/unloading and operation of litter (cold and hot)
- 4. Loading/unloading of isolette

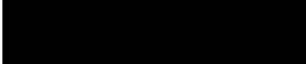


Pilot Trainer Signature Joe Malek-Madani

Medical Trainer Signature N/A


Crew Member Signature Gene L. Grell

**PILOT ROUTINE MAINTENANCE TRAINING**

The following is a training record form to meet compliance with FAR 43.3, (h) 1, 2, 3, 4 and 5. Each item will be understood fully and then given a block of instruction on how to accomplish the task. It will be signed by both the instructor and pupil. The extent of training will contain verbal and hands on instruction. The pupil must feel comfortable completing the tasks and be able to demonstrate the task to the instructor. Pilots with a valid A&P license may only require verbal instruction if they have completed these tasks at a prior date.

PUPIL: GENE GRELL CERTIFICATE #:   
 INSTRUCTOR:  CERTIFICATE#:   
 A/C MODEL: BHT-407 ENG MODEL: C47B

- 1) I have received training and am able to safely perform the task of adding lubricants (engine oil, gearbox oil, hydraulic fluid, etc.) not requiring disassembly other than removal of nonstructural items such as cover plates, cowling and fairings.

Pupil \_\_\_\_\_ Instructor 

- 2) I have received training and am able to safely remove, inspect and determine if its Go/No Go and reinstall magnetic chip plugs (electrical/non electrical).

Pupil \_\_\_\_\_ Instructor \_\_\_\_\_

- 3) I have received training and am able to safely replace bulbs, reflectors and lenses of position, auxiliary, flood, decal and landing lights.

Pupil \_\_\_\_\_ Instructor \_\_\_\_\_

- 4) I have received training and am able to safely replace defective safety wire and cotter keys.

Pupil \_\_\_\_\_ Instructor \_\_\_\_\_

- 5) I have received training and am able to safely perform the task of replacing side windows where the work does not interfere with any operating system.

Pupil \_\_\_\_\_ Instructor \_\_\_\_\_

**PILOT ROUTINE MAINTENANCE TRAINING (Cont.)**

- 6) I have received training and am able to safely remove and install batteries (does not include servicing them).

Pupil \_\_\_\_\_ Instructor \_\_\_\_\_

- 7) I have received training and am able to replace seat belts or seats or seat parts with replacement parts approved for the aircraft, not involving any disassembly of any primary structure or operating system.

Pupil \_\_\_\_\_ Instructor \_\_\_\_\_

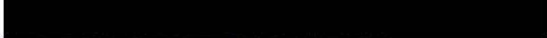
- 8) I have received training and am able to safely replace or adjust nonstructural standard fasteners incidental to operations.

Pupil \_\_\_\_\_ Instructor \_\_\_\_\_

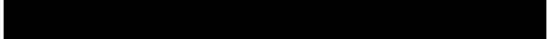
- 9) I have received training and am able to safely apply preservative or protective material to components where no disassembly of any primary structural or operating system is involved and where such coating is not prohibited or contrary to good practices.

Pupil \_\_\_\_\_ Instructor \_\_\_\_\_

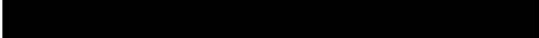
- 10) I have received and am able to replace any cowling not requiring removal of drive train components or disconnection of flight controls. Includes installation of snow baffles.

Pupil \_\_\_\_\_ Instructor 

- 11) I have received training and am able to safely perform the task of servicing the aircraft oxygen system.

Pupil \_\_\_\_\_ Instructor 

- 12) I have received training on the base fuel system and am able to safely perform aircraft fueling, daily inspections and monthly inspections of the fuel systems.

Pupil \_\_\_\_\_ Instructor 



# Time On Duty

10/1/2012 thru 10/31/2012

| GENE GRELL            |                       | Mercy Air Med |               |              |               |                     |                |                  |                |
|-----------------------|-----------------------|---------------|---------------|--------------|---------------|---------------------|----------------|------------------|----------------|
| Shift Start           | Shift End             |               | Hours Worked  | Flight Hours | Hours Off     | Unaided NT Landings | HNVGO Landings | Unaided Flt Time | HNVGO Flt Time |
| 10/1/2012 12:00:00 AM | 10/1/2012 12:00:00 AM |               | 0.00          | 0.0          | 78.50         | 0                   | 0              | 0.0              | 0.0            |
| 10/4/2012 6:30:00 AM  | 10/4/2012 4:05:00 PM  | GH            | 9.60          | 0.2          | 14.33         | 0                   | 0              | 0.0              | 0.0            |
| 10/5/2012 6:25:00 AM  | 10/5/2012 6:37:00 PM  | GH            | 12.20         | 1.9          | 11.72         | 0                   | 0              | 0.0              | 0.0            |
| 10/6/2012 6:20:00 AM  | 10/6/2012 6:42:00 PM  | GH            | 12.40         | 0.1          | 11.78         | 0                   | 0              | 0.0              | 0.0            |
| 10/7/2012 6:29:00 AM  | 10/7/2012 6:32:00 PM  | GH            | 12.10         | 0.4          | 11.80         | 0                   | 0              | 0.0              | 0.0            |
| 10/8/2012 6:20:00 AM  | 10/8/2012 6:35:00 PM  | GH            | 12.30         | 0.0          | 11.75         | 0                   | 0              | 0.0              | 0.0            |
| 10/9/2012 6:20:00 AM  | 10/9/2012 6:24:00 PM  | GH            | 12.10         | 0.2          | 11.85         | 0                   | 0              | 0.0              | 0.0            |
| 10/10/2012 6:15:00 AM | 10/10/2012 6:14:00 PM | GH            | 12.00         | 0.0          | 179.93        | 0                   | 0              | 0.0              | 0.0            |
| 10/18/2012 6:10:00 AM | 10/18/2012 6:57:00 PM | GH            | 12.80         | 0.2          | 11.30         | 0                   | 0              | 0.0              | 0.0            |
| 10/19/2012 6:15:00 AM | 10/19/2012 6:27:00 PM | GH            | 12.20         | 0.0          | 11.88         | 0                   | 0              | 0.0              | 0.0            |
| 10/20/2012 6:20:00 AM | 10/20/2012 6:25:00 PM | GH            | 12.10         | 0.0          | 11.88         | 0                   | 0              | 0.0              | 0.0            |
| 10/21/2012 6:18:00 AM | 10/21/2012 6:20:00 PM | GH            | 12.00         | 0.0          | 11.95         | 0                   | 0              | 0.0              | 0.0            |
| 10/22/2012 6:17:00 AM | 10/22/2012 6:16:00 PM | GH            | 12.00         | 0.6          | 12.07         | 0                   | 0              | 0.2              | 0.0            |
| 10/23/2012 6:20:00 AM | 10/23/2012 6:19:00 PM | GH            | 12.00         | 0.0          | 11.93         | 0                   | 0              | 0.0              | 0.0            |
| 10/24/2012 6:15:00 AM | 10/24/2012 6:00:00 PM | GH            | 11.80         | 0.1          | 174.00        | 0                   | 0              | 0.0              | 0.0            |
| 11/1/2012 12:00:00 AM | 11/1/2012 12:00:00 AM |               | 0.00          | 0.0          |               | 0                   | 0              | 0.0              | 0.0            |
| <b>Totals:</b>        |                       |               | <b>167.60</b> | <b>3.7</b>   | <b>576.68</b> | <b>0</b>            | <b>0</b>       | <b>0.2</b>       | <b>0.0</b>     |

## Flight Details from Post Flight

| Flight Date         | Dispatch # | Call Type                       | Flight Hours |     |
|---------------------|------------|---------------------------------|--------------|-----|
| 10/4/2012 10:11 AM  | 371-12-940 | Nonpatient - Pre-position       | 0.10         | Day |
| 10/4/2012 11:49 AM  | 371-12-941 | Nonpatient - Maintenance        | 0.10         | Day |
| 10/5/2012 7:13 AM   | 371-12-942 | Nonpatient - PR - Facility      | 1.90         | Day |
| 10/6/2012 6:07 PM   | 371-12-944 | Nonpatient - Training           | 0.10         | Day |
| 10/7/2012 12:55 PM  | 371-12-946 | Nonpatient - PR - Scene         | 0.40         | Day |
| 10/9/2012 7:16 AM   | 371-12-948 | Nonpatient - Pre-position       | 0.20         | Day |
| 10/18/2012 11:47 AM | 371-12-964 | Nonpatient - Maintenance        | 0.20         | Day |
| 10/22/2012 7:04 AM  | 371-12-969 | Nonpatient - Pre-position       | 0.20         | Day |
| 10/22/2012 8:52 AM  | 371-12-970 | Emergency Rotor - Interfacility | 0.40         | Day |
| 10/24/2012 4:26 PM  | 371-12-974 | Nonpatient - Pre-position       | 0.10         | Day |

Report run 11/1/2012 2:09:48 PM Central

# Time On Duty

11/1/2012 thru 11/30/2012

| GENE GRELL            |                       | Mercy Air Med |               |              |               |                     |                |                  |                |  |
|-----------------------|-----------------------|---------------|---------------|--------------|---------------|---------------------|----------------|------------------|----------------|--|
| Shift Start           | Shift End             |               | Hours Worked  | Flight Hours | Hours Off     | Unaided NT Landings | HNVGO Landings | Unaided Fit Time | HNVGO Fit Time |  |
| 11/1/2012 12:00:00 AM | 11/1/2012 12:00:00 AM |               | 0.00          | 0.0          | 18.33         | 0                   | 0              | 0.0              | 0.0            |  |
| 11/1/2012 6:20:00 PM  | 11/2/2012 6:26:00 AM  | GH            | 12.10         | 0.2          | 11.80         | 0                   | 2              | 0.0              | 0.2            |  |
| 11/2/2012 6:14:00 PM  | 11/3/2012 7:23:00 AM  | GH            | 13.20         | 1.5          | 10.87         | 0                   | 3              | 0.0              | 1.5            |  |
| 11/3/2012 6:15:00 PM  | 11/4/2012 6:41:00 AM  | GH            | 13.40         | 0.0          | 11.57         | 0                   | 0              | 0.0              | 0.0            |  |
| 11/4/2012 6:15:00 PM  | 11/5/2012 6:24:00 AM  | GH            | 12.20         | 0.0          | 11.77         | 0                   | 0              | 0.0              | 0.0            |  |
| 11/5/2012 6:10:00 PM  | 11/6/2012 6:32:00 AM  | GH            | 12.40         | 0.0          | 11.58         | 0                   | 0              | 0.0              | 0.0            |  |
| 11/6/2012 6:07:00 PM  | 11/7/2012 6:26:00 AM  | GH            | 12.30         | 0.0          | 11.73         | 0                   | 0              | 0.0              | 0.0            |  |
| 11/7/2012 6:10:00 PM  | 11/8/2012 6:28:00 AM  | GH            | 12.30         | 0.9          | 143.70        | 0                   | 2              | 0.0              | 0.9            |  |
| 11/14/2012 6:10:00 AM | 11/14/2012 7:32:00 PM | GH            | 13.40         | 2.1          | 10.80         | 0                   | 2              | 0.0              | 0.5            |  |
| 11/15/2012 6:20:00 AM | 11/15/2012 6:52:00 PM | GH            | 12.50         | 2.5          | 11.47         | 0                   | 0              | 0.0              | 0.0            |  |
| 11/16/2012 6:20:00 AM | 11/16/2012 6:28:00 PM | GH            | 12.10         | 0.1          | 11.95         | 0                   | 0              | 0.0              | 0.0            |  |
| 11/17/2012 6:25:00 AM | 11/17/2012 6:23:00 PM | GH            | 12.00         | 2.6          | 12.03         | 0                   | 0              | 0.0              | 0.0            |  |
| 11/18/2012 6:25:00 AM | 11/18/2012 6:19:00 PM | GH            | 11.90         | 0.0          | 11.85         | 0                   | 0              | 0.0              | 0.0            |  |
| 11/19/2012 6:10:00 AM | 11/19/2012 6:07:00 PM | GH            | 12.00         | 0.0          | 12.17         | 0                   | 0              | 0.0              | 0.0            |  |
| 11/20/2012 6:17:00 AM | 11/20/2012 6:18:00 PM | GH            | 12.00         | 0.0          | 215.95        | 0                   | 0              | 0.0              | 0.0            |  |
| 11/29/2012 6:15:00 PM | 11/30/2012 6:35:00 AM | GH            | 12.30         | 0.0          | 11.25         | 0                   | 0              | 0.0              | 0.0            |  |
| 11/30/2012 5:50:00 PM | 12/1/2012 6:18:00 AM  | GH            | 12.50         | 0.0          |               | 0                   | 0              | 0.0              | 0.0            |  |
| <b>Totals:</b>        |                       |               | <b>198.60</b> | <b>9.9</b>   | <b>528.82</b> | <b>0</b>            | <b>9</b>       | <b>0.0</b>       | <b>3.1</b>     |  |

| Flight Details from Post Flight |             |                                 |              |         |
|---------------------------------|-------------|---------------------------------|--------------|---------|
| Flight Date                     | Dispatch #  | Call Type                       | Flight Hours |         |
| 11/1/2012 7:48 PM               | 371-12-995  | Nonpatient - Pre-position       | 0.20         | Night   |
| 11/3/2012 4:17 AM               | 371-12-1002 | Emergency Rotor - Interfacility | 1.50         | Night   |
| 11/8/2012 1:48 AM               | 371-12-1007 | Emergency Rotor - Interfacility | 0.90         | Night   |
| 11/14/2012 8:08 AM              | 371-12-1022 | Nonpatient - Pre-position       | 0.20         | Day     |
| 11/14/2012 11:41 AM             | 371-12-1023 | Emergency Rotor - Interfacility | 1.40         | Day     |
| 11/14/2012 6:09 PM              | 371-12-1024 | Emergency Rotor - Scene         | 0.50         | Night   |
| 11/15/2012 9:29 AM              | 371-12-1025 | Nonpatient - PR - Scene         | 0.70         | Day     |
| 11/15/2012 10:45 AM             | 371-12-1026 | Emergency Rotor - Scene         | 0.40         | Day     |
| 11/15/2012 2:07 PM              | 371-12-1027 | Emergency Rotor - Interfacility | 1.40         | Day     |
| 11/16/2012 7:25 AM              | 371-12-1029 | Nonpatient - Maintenance        | 0.10         | Day     |
| 11/17/2012 10:48 AM             | 371-12-1031 | Emergency Rotor - Interfacility | 2.60         | Day     |
| 11/19/2012 10:12 AM             | 371-12-1038 | Canceled                        | 0.00         | Unknown |

Report run 12/3/2012 2:46:02 PM Central

# Time On Duty

12/1/2012 thru 12/31/2012

| Shift Start           |                       | Shift End |  | Hours Worked  | Flight Hours | Hours Off     | Unaided NT Landings | HNVGO Landings | Unaided Flt Time | HNVGO Flt Time |
|-----------------------|-----------------------|-----------|--|---------------|--------------|---------------|---------------------|----------------|------------------|----------------|
| 12/1/2012 12:00:00 AM | 12/1/2012 12:00:00 AM |           |  | 0.00          | 0.0          | 18.25         | 0                   | 0              | 0.0              | 0.0            |
| 12/1/2012 6:15:00 PM  | 12/2/2012 6:20:00 AM  | GH        |  | 12.10         | 0.0          | 11.87         | 0                   | 0              | 0.0              | 0.0            |
| 12/2/2012 6:12:00 PM  | 12/3/2012 6:19:00 AM  | GH        |  | 12.10         | 0.0          | 11.93         | 0                   | 0              | 0.0              | 0.0            |
| 12/3/2012 6:15:00 PM  | 12/4/2012 6:28:00 AM  | GH        |  | 12.20         | 0.0          | 11.78         | 0                   | 0              | 0.0              | 0.0            |
| 12/4/2012 6:15:00 PM  | 12/5/2012 6:15:00 AM  | GH        |  | 12.00         | 0.0          | 11.83         | 0                   | 0              | 0.0              | 0.0            |
| 12/5/2012 6:05:00 PM  | 12/6/2012 6:35:00 AM  | GH        |  | 12.50         | 0.4          | 11.67         | 0                   | 2              | 0.0              | 0.4            |
| 12/6/2012 6:15:00 PM  | 12/7/2012 6:30:00 AM  | GH        |  | 12.30         | 1.4          | 11.08         | 0                   | 3              | 0.0              | 1.4            |
| 12/7/2012 5:35:00 PM  | 12/8/2012 6:22:00 AM  | GH        |  | 12.80         | 0.5          | 11.72         | 0                   | 2              | 0.0              | 0.5            |
| 12/8/2012 6:05:00 PM  | 12/9/2012 6:15:00 AM  | GH        |  | 12.20         | 0.1          | 11.75         | 1                   | 0              | 0.1              | 0.0            |
| 12/9/2012 6:00:00 PM  | 12/10/2012 7:50:00 AM | GH        |  | 13.80         | 0.1          | 178.42        | 1                   | 0              | 0.1              | 0.0            |
| 12/17/2012 6:15:00 PM | 12/18/2012 6:23:00 AM | GH        |  | 12.10         | 0.0          | 11.87         | 0                   | 0              | 0.0              | 0.0            |
| 12/18/2012 6:15:00 PM | 12/19/2012 6:16:00 AM | GH        |  | 12.00         | 0.0          | 11.98         | 0                   | 0              | 0.0              | 0.0            |
| 12/19/2012 6:15:00 PM | 12/20/2012 6:15:00 AM | GH        |  | 12.00         | 0.0          | 12.03         | 0                   | 0              | 0.0              | 0.0            |
| 12/20/2012 6:17:00 PM | 12/21/2012 6:29:00 AM | GH        |  | 12.20         | 0.1          | 11.77         | 0                   | 1              | 0.0              | 0.1            |
| 12/21/2012 6:15:00 PM | 12/22/2012 6:35:00 AM | GH        |  | 12.30         | 3.0          | 11.83         | 0                   | 7              | 0.0              | 3.0            |
| 12/22/2012 6:25:00 PM | 12/23/2012 6:15:00 AM | GH        |  | 11.80         | 0.0          | 12.00         | 0                   | 0              | 0.0              | 0.0            |
| 12/23/2012 6:15:00 PM | 12/24/2012 6:21:00 AM | GH        |  | 12.10         | 0.0          | 11.85         | 0                   | 0              | 0.0              | 0.0            |
| 12/24/2012 6:12:00 PM | 12/25/2012 6:22:00 AM | GH        |  | 12.20         | 0.0          | 161.63        | 0                   | 0              | 0.0              | 0.0            |
| 1/1/2013 12:00:00 AM  | 1/1/2013 12:00:00 AM  |           |  | 0.00          | 0.0          |               | 0                   | 0              | 0.0              | 0.0            |
| <b>Totals:</b>        |                       |           |  | <b>208.70</b> | <b>5.6</b>   | <b>535.27</b> | <b>2</b>            | <b>15</b>      | <b>0.2</b>       | <b>5.4</b>     |

| Flight Details from Post Flight |             |                                 |              |       |
|---------------------------------|-------------|---------------------------------|--------------|-------|
| Flight Date                     | Dispatch #  | Call Type                       | Flight Hours |       |
| 12/5/2012 6:43 PM               | 371-12-1069 | Emergency Rotor - Interfacility | 0.40         | Night |
| 12/6/2012 6:52 PM               | 371-12-1070 | Emergency Rotor - Interfacility | 1.40         | Night |
| 12/7/2012 10:28 PM              | 371-12-1074 | Emergency Rotor - Interfacility | 0.50         | Night |
| 12/8/2012 10:28 PM              | 371-12-1078 | Nonpatient - Pre-position       | 0.10         | Night |
| 12/10/2012 6:05 AM              | 371-12-1081 | Nonpatient - Pre-position       | 0.10         | Night |
| 12/21/2012 5:04 AM              | 371-12-1097 | Nonpatient - Pre-position       | 0.10         | Night |
| 12/21/2012 8:10 PM              | 371-12-1100 | Canceled                        | 0.40         | Night |
| 12/22/2012 12:08 AM             | 371-12-1101 | Emergency Rotor - Interfacility | 2.60         | Night |

Report run 1/3/2013 10:31:30 AM Central

# Time On Duty

1/1/2013 thru 1/3/2013

| GENE GRELL           |                      | Mercy Air Med |              |              |              |                     |                |                  |                |
|----------------------|----------------------|---------------|--------------|--------------|--------------|---------------------|----------------|------------------|----------------|
| Shift Start          | Shift End            |               | Hours Worked | Flight Hours | Hours Off    | Unaided NT Landings | HNVGO Landings | Unaided Flt Time | HNVGO Flt Time |
| 1/1/2013 12:00:00 AM | 1/1/2013 12:00:00 AM |               | 0.00         | 0.0          | 18.33        | 0                   | 0              | 0.0              | 0.0            |
| 1/1/2013 6:20:00 PM  | 1/2/2013 6:32:00 AM  | GH            | 12.20        | 0.0          | 11.80        | 0                   | 0              | 0.0              | 0.0            |
| 1/2/2013 6:20:00 PM  | 1/2/2013 10:00:00 PM | GH            | 3.70         | 0.0          | 26.00        | 0                   | 0              | 0.0              | 0.0            |
| 1/4/2013 12:00:00 AM | 1/4/2013 12:00:00 AM |               | 0.00         | 0.0          |              | 0                   | 0              | 0.0              | 0.0            |
| <b>Totals:</b>       |                      |               | <b>15.90</b> | <b>0.0</b>   | <b>56.13</b> | <b>0</b>            | <b>0</b>       | <b>0.0</b>       | <b>0.0</b>     |

Report run 1/3/2013 10:28:19 AM Central

# MED-TRANS CORP

# USAIG Pilot Record

Name: Gene Louis Grell

Address: [REDACTED]  
Bend, OR 97702

Birthdate: [REDACTED]

Certificate No. [REDACTED]

Social Security No. [REDACTED]

Occupation: EMS Pilot

Employer: Med-Trans

Marital Status: Unmarried

**FAA MEDICAL CERTIFICATE**

Date Issued: 04/17/12 Class: Second

Waver (if none, Write none): Must carry glasses for near vision.

| FAA PILOT CERTIFICATES:                                    |       |
|------------------------------------------------------------|-------|
| YEAR OBTAINED                                              |       |
| Student.....                                               | 19    |
| Private.....                                               | 19    |
| Commercial.....                                            | 19    |
| <input checked="" type="checkbox"/> ATP.....               | 20 10 |
| <input checked="" type="checkbox"/> Flight Instructor..... | 20 05 |
| FAA RATINGS CERTIFICATES:                                  |       |
| YEAR OBTAINED                                              |       |
| <input checked="" type="checkbox"/> ASEL.....              | 19 88 |
| AMEL.....                                                  | 19    |
| ASES.....                                                  | 19    |
| AMES.....                                                  | 19    |
| INSTRUMENT.....                                            | 20    |

**TRAINING AND REFRESHER TRAINING**

Year of first SOLO flight: 1997 Type rated in following aircraft: None

Describe Flight Training (School, Location, Equipment, Instructor, etc.)  
Professional helicopter training was done at Avia Aviation, Corvallis, OR in a Robinson R22. ATP helicopter training was done at Classic Helicopter, Seattle, WA in a Robinson R22 instrument trainer.

Date of last Biennial Flight Review or Equivalent: 04/23/12

Do you participate in FAA Pilot Proficiency Award Program?  NO  YES

Yes. If "Yes", what phase have you Completed?  I  II  III  IV  V

For what type A/C? \_\_\_\_\_

Refresher / Transition Course: Describe and give dates of last course attended:  
Last CFII refresher was done with American Flyers on 3/12/2011.

School or Instructor: \_\_\_\_\_

Do you hold a current FSI Pro Card or Simuflite Card?  NO  YES

**Pilot-in-Command Experience**

| AIRCRAFT MAKE / MODEL | TOTAL HOURS | TOTAL LAST 12 MONTHS | TOTAL LAST 90 DAYS | TOTAL INSTRUMENT | TOTAL NIGHT |
|-----------------------|-------------|----------------------|--------------------|------------------|-------------|
| BK117                 | 308         | 124                  | 17                 | 4.5              | 141         |
| EC130                 | 819         | 0                    | 0                  | 0.3              | 11          |
| AS350                 | 193         | 0                    | 0                  | 0.2              | 0           |
| Robinson R22/R44      | 1329        | 0                    | 0                  | 64               | 96          |
|                       |             |                      |                    |                  |             |
|                       |             |                      |                    |                  |             |

Please explain fully any "Yes" answers to the following questions on reverse side.

- As pilot-in-command or as co-pilot have you had or been involved in any aircraft accident?
- As pilot-in-command or as co-pilot have you been found guilty of any Federal Air Regulations violations?
- Has your automobile drivers license ever been suspended or revoked?
- Have you ever been arrested for operating an automobile under the influence of alcohol or drugs?
- Have you had automobile accidents within the last five years?

|                                        |                                         |
|----------------------------------------|-----------------------------------------|
| <input type="checkbox"/> No            | <input checked="" type="checkbox"/> YES |
| <input checked="" type="checkbox"/> No | <input type="checkbox"/> YES            |
| <input checked="" type="checkbox"/> No | <input type="checkbox"/> YES            |
| <input checked="" type="checkbox"/> No | <input type="checkbox"/> YES            |
| <input checked="" type="checkbox"/> No | <input type="checkbox"/> YES            |

I represent that the answers given are true and complete to the best of my knowledge and belief and that no material information has been withheld

Date: 09/29/12

Signed: Gene L. Grell  
(Pilot's Personal Signature Required)

This pilot record is filed in connection with the Insurance Application of :

Gene L. Grell  
(Name)

|                     |                              |
|---------------------|------------------------------|
| Name:               | Gene Louis Grell             |
| Address:            | [REDACTED]<br>Bend, OR 97702 |
| Phone:              | [REDACTED]                   |
| Birthdate:          | [REDACTED]                   |
| Certificate No.     | [REDACTED]                   |
| Social Security No. | [REDACTED]                   |

| FAA PILOT CERTIFICATES: |   |                                     |    |                                     |
|-------------------------|---|-------------------------------------|----|-------------------------------------|
| Private.....            | A | <input checked="" type="checkbox"/> | RH | <input type="checkbox"/>            |
| Commercial.....         | A | <input type="checkbox"/>            | RH | <input type="checkbox"/>            |
| ATP.....                | A | <input type="checkbox"/>            | RH | <input checked="" type="checkbox"/> |
| Flight Instructor...    | A | <input type="checkbox"/>            | RH | <input checked="" type="checkbox"/> |

| FAA RATINGS CERTIFICATES: |   |                          |    |                                     |
|---------------------------|---|--------------------------|----|-------------------------------------|
| ASEL .....                |   |                          |    | <input checked="" type="checkbox"/> |
| AMEL.....                 |   |                          |    | <input type="checkbox"/>            |
| ASES.....                 |   |                          |    | <input type="checkbox"/>            |
| AMES.....                 |   |                          |    | <input type="checkbox"/>            |
| Instrument.....           | A | <input type="checkbox"/> | RH | <input type="checkbox"/>            |
| CFII.....                 | A | <input type="checkbox"/> | RH | <input checked="" type="checkbox"/> |

| FAA MEDICAL CERTIFICATE      |                                     |        |        |
|------------------------------|-------------------------------------|--------|--------|
| Date Issued:                 | 04/17/12                            | Class: | Second |
| Waver (if none, Write none): | Must carry glasses for near vision. |        |        |

## Flight Time Summary

|                    | Helicopter | Airplane |
|--------------------|------------|----------|
| <b>Total Time</b>  | 2720       | 88       |
| <b>Total P.I.C</b> | 2678       | 52       |
| Night              | 308        | 0        |
| Country            | 69         | 12       |
| Instruction        | 1320       | 0        |
|                    | 193        | 0        |
|                    | 0          | 0        |
|                    | 0          | 0        |

## Flight Duty Assignment

|                           |                           |             |                 |
|---------------------------|---------------------------|-------------|-----------------|
| MTC Program Location      | Mason City, IA            | Duty Title: | Pilot           |
| Initial New Hire          | Make / Model PIC/Bell 407 | DATE:       | 9/20/2012       |
| 135 Check ride            | Make / Model PIC/Bell 407 | DATE:       | 9/29/2012       |
| Hot Refueling Training    | DATE:                     | 9/22/2012   | HAZMAT Training |
| Oxygen Servicing Training | DATE:                     | 9/22/2012   | DATE:           |
| DATE:                     | 9/23/2012                 |             |                 |
| <b>Authorizations:</b>    | Company Instructor        |             |                 |
| Flight                    | DATE:                     |             |                 |
| Ground                    | DATE:                     |             |                 |

Pilot signature: Gene L. Grell

DATE: 29-Sep-12

## **Attachment for Aircraft Accident**

Dynamic Rollover Accident on Saturday, 7/30/05 at 1250pm CDT  
BAZ Class G Airport, New Braunfels, TX

It was clear skies, 91F, winds were 080 at 6 knots at BAZ. The dynamic rollover accident occurred in a Robinson R22, N18VH during flight instruction. I was flying left seat with a 16-hour student. The cabin doors were off. There were two R22 helicopters parked on the ramp, both spooling up, one directly behind the other. I followed the student on the controls as he picked up to a hover, then we started to move laterally to the left to Taxiway Foxtrot to position for takeoff. As I diverted my attention outside to the left and behind our R22 (to ensure that the other helicopter spooling up directly behind us was still on the ground), the student inadvertently lowered the collective and our helicopter descended. Before I could react, the left skid hit the pavement and the helicopter dynamically rolled over onto its left side. No one was injured. There were no FAA violations.