

PILOT'S LOG BOOK ENDORSEMENTS.

Signature and date in the appropriate places indicate that the person signing certifies that the appropriate requirements have been fulfilled.

Stage of Training.	CERTIFICATE.	Signature and Date.
Before flying solo:- at S.F.T.S.	<p>I have read and understand Station Flying Orders, Pilot's Order Book and the File of Information for Pilots.</p> <p>I know the location and limits of the Solo Flying Area, The Low Flying and Practice Forced Landing Areas, and Relief Landing Grounds (where applicable).</p> <hr/> <p>I have been instructed in and fully understand the following for the types of aircraft certified below:-</p> <ul style="list-style-type: none"> (i) the brake system. (ii) the petrol system. (iii) engine operational limits. (iv) method of recovery from spins and unusual flight positions. (v) cockpit drill. (vi) method of emergency exit. (vii) the safe endurance at cruising R.P.M. with full tanks which is as indicated below. (viii) the operation of electrical or hydraulic gear including emergency lowering of undercarriage (if applicable) 	<p><i>J.A. Smith</i> Student S.F.T.S.</p> <p><i>S.M. Martin</i> Instructor S.F.T.S.</p> <hr/> <p><i>J.A. Smith</i> Student S.F.T.S.</p> <p><i>S.M. Martin</i> Instructor S.F.T.S.</p>
	<p align="center">TYPE OF AIRCRAFT. ENDURANCE.</p> <p>S.F.T.S. ANSON HERVIE M.C. 12. 3 ¹⁵ Hrs. 45 Mins.</p>	

Before acting as
Safety Pilot at
S.F.T.S.

I have read and fully understand the
"Restrictions in the use of the Blind Flying
Hood", and understand my responsibilities as
Captain of Aircraft.

J. A. Swift
Student.

S. W. Martin
Instructor.

Before acting as
Captain of Air-
craft on Mutual
Instruction (In-
strument and/or
Navigation) at
S.F.T.S.

This student has completed a total of not
less than 35 hours combined dual and solo fly-
ing on the undernoted type of aircraft and is
considered a CAPABLE AND RELIABLE PILOT and
qualified to act as Captain of Aircraft for
Mutual Instruction (Instrument and/or
Navigation flights).

TYPE OF AIRCRAFT.

ANSON (D)

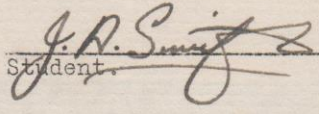
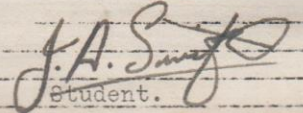
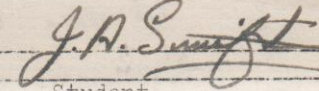
J. B. Holman
S. G. Commander
or Deputy

Instructor's re-
marks on pupil's
weaknesses at
S.F.T.S.

S. W. Martin
Instructor.

THIS IS TO CERTIFY THAT I FULLY UNDERSTAND THE PETROL OIL AND
HYDRAULIC SYSTEM OF THE *Seafighter* AIRCRAFT

SGD-*JAS*

When.	Circumstances.	Date.	Certified by. Signature.
Before solo flying.	I have read and understood Station Flying Orders, the file of information for Pilots, and the notices to Pilots.	12/1/42	 Student.
Before Flying Solo.	I have been instructed in and fully understand the operation of the hydraulic gear, gasoline & brake system; and I am familiar with the cockpit drill, emergency exit fire extinguishing gear; & I know the safe endurance with full tanks; to be indicated below for the type of aircraft noted. Type Aircraft Endurance. 2/825 2.00 hrs.	12/1/41	 Student.
Before Flying Solo.	I have noted and know where the authorised low flying area, and the authorised forced landing field are located at the schools indicated below. E.F.T.S. BOWDEN S.F.T.S.	12/1/41	 Student.

Instructors remarks on pupils weaknesses at EFTS.		
Before acting as Captain of the aircraft on Mutual Instruction either Instrument or Navigation.	<p>This student has completed a total of not less than 35 hours combined dual & solo flying on the following type of aircraft & is considered a CAPABLE AND RELIABLE PILOT and to qualify as Captain of the aircraft for Mutual Instruction or Mutual Navigation Flights.</p> <p>Type of Aircraft.</p> <p>_____</p> <p>_____</p>	Squadron Commander.
Before acting as Safety Pilot.	I have read and fully understand the "Restrictions in the use of the Blind Flying Hood"	Student.
Instructors remarks on pupils weaknesses at SFTS.		