

| DATE   | AIRCRAFT   |                        | PILOT IN COMMAND | CO-PILOT             | ROUTE OF FLIGHT                         |      | REMARKS                                |
|--|------------|------------------------|------------------|----------------------|---|------|--|
| (DD/MM/YY)   | MAKE MODEL | REGISTRATION OR NUMBER | NAME             | STUDENT OR PASSENGER | FROM                                    | TO   | EXERCISE, FLIGHT NO., MISSION OR OTHER |
| 6/04/09  | C172M      | C-GQVS                 | David Gandon     | Alain Fréchette      | CSK3                                    | CSK3 | Vol 1, Ex. 1 @ 5                       |
| 10/04/09   | C172N      | C-GIXH                 | David Gandon     | Alain Fréchette      | CSK3                                    | CSK3 | Vol 2, Ex. 4 @ 6, 30                   |
| 14/04/09   | C172N      | C-GIXX                 | Loïc Martin      | Alain Fréchette      | CSK3                                    | CSK3 | Vol 3, Ex. 2 @ 7, 30                   |
| 16/04/09   | C172N      | C-GIXH                 | Loïc Martin      | Alain Fréchette      | CSK3                                    | CSK3 | Vol 4, Ex. 7 @ 9, 30                   |
| 23/04/09   | C172N      | C-GIXX                 | Loïc Martin      | Alain Fréchette      | CSK3                                    | CSK3 | Vol 5, Ex. 2 @ 10, 30                  |
| 28/04/09   | C172M      | C-GUCU                 | Loïc Martin      | Alain Fréchette      | CSK3                                    | CSK3 | Vol 6, Ex. 2 @ 11, 30                  |
| 30/04/09   | C172N      | C-GIXH                 | Loïc Martin      | Alain Fréchette      | CSK3                                    | CSK3 | Vol 7, Ex. 2 @ 12, 30                  |
| 5/05/09  | C172N      | C-GIXX                 | Loïc Martin      | Alain Fréchette      | CSK3                                    | CSK3 | Vol 8, Ex. 2 @ 15, 30                  |
| 12/05/09   | C172N      | C-GGJK                 | Loïc Martin      | Alain Fréchette      | CSK3                                    | CSK3 | Vol 9, Ex. 15 @ 18, 30                 |
| 18/05/09   | C172N      | C-GIXH                 | Loïc Martin      | Alain Fréchette      | CSK3                                    | CSK3 | Vol 10, Ex. 15 @ 18, 30 (Joliette)     |
| ENTRIES AND TIMES CERTIFIED CORRECT.<br><br>_____<br>(SIGNATURE) |            |                        |                  |                      | <b>GRAND TOTAL</b><br>(COLUMNS 1 TO 10) |      | PAGE TOTALS →                          |
|  |            |                        |                  |                      |   |      | TOTALS FORWARDED →                     |
|  |            |                        |                  |                      | _____<br>(DATE)                         |      | 11.8                                   |

| SINGLE-ENGINE |                  |       |                  | MULTI-ENGINE |                  |          |       |                  |          | INSTRUMENT   |      |             |               | CROSS-COUNTRY |        |       |        | SPECIAL |             | TAKE-OFFS |       | LANDINGS |       |
|---------------|------------------|-------|------------------|--------------|------------------|----------|-------|------------------|----------|--------------|------|-------------|---------------|---------------|--------|-------|--------|---------|-------------|-----------|-------|----------|-------|
| DAY           |                  | NIGHT |                  | DAY          |                  |          | NIGHT |                  |          | IMC (ACTUAL) | HOOD | FLIGHT SIM. | NO. IFR APPR. | DAY           |        | NIGHT |        | FLOATS  | RETRACTABLE | DAY       | NIGHT | DAY      | NIGHT |
| DUAL          | PILOT IN COMMAND | DUAL  | PILOT IN COMMAND | DUAL         | PILOT IN COMMAND | CO-PILOT | DUAL  | PILOT IN COMMAND | CO-PILOT |              |      |             |               | DUAL          | P.I.C. | DUAL  | P.I.C. |         |             |           |       |          |       |
| 0.6           |                  |       |                  |              |                  |          |       |                  |          |              |      |             |               |               |        |       |        |         |             | 1         |       | 1        |       |
| 1.1           |                  |       |                  |              |                  |          |       |                  |          |              |      |             |               |               |        |       |        |         |             | 1         |       | 1        |       |
| 1.2           |                  |       |                  |              |                  |          |       |                  |          |              |      |             |               |               |        |       |        |         |             | 1         |       | 1        |       |
| 1.2           |                  |       |                  |              |                  |          |       |                  |          |              |      |             |               |               |        |       |        |         |             | 1         |       | 1        |       |
| 1.3           |                  |       |                  |              |                  |          |       |                  |          |              |      |             |               |               |        |       |        |         |             | 1         |       | 1        |       |
| 1.3           |                  |       |                  |              |                  |          |       |                  |          |              |      |             |               |               |        |       |        |         |             | 1         |       | 1        |       |
| 1.2           |                  |       |                  |              |                  |          |       |                  |          |              |      |             |               |               |        |       |        |         |             | 1         |       | 1        |       |
| 1.2           |                  |       |                  |              |                  |          |       |                  |          |              |      |             |               |               |        |       |        |         |             | 1         |       | 1        |       |
| 1.2           |                  |       |                  |              |                  |          |       |                  |          |              |      |             |               |               |        |       |        |         |             | 1         |       | 1        |       |
| 1.5           |                  |       |                  |              |                  |          |       |                  |          |              |      |             |               | 0.5           |        |       |        |         |             | 1         |       | 1        |       |
| 11.8          |                  |       |                  |              |                  |          |       |                  |          |              |      |             |               | 0.5           |        |       |        |         |             | 10        |       | 10       |       |
| 11.8          |                  |       |                  |              |                  |          |       |                  |          |              |      |             |               | 0.5           |        |       |        |         |             | 10        |       | 10       |       |
| 1             | 2                | 3     | 4                | 5            | 6                | 7        | 8     | 9                | 10       |              |      |             |               | 0.5           |        |       |        |         |             | 10        |       | 10       |       |

| DATE   | AIRCRAFT   |            | PILOT IN COMMAND       | CO-PILOT        | ROUTE OF FLIGHT                  |                    | REMARKS                                     |
|--|------------|------------|------------------------|-----------------|----------------------------------|--------------------|---|
|  | (DD/MM/YY) | MAKE MODEL | REGISTRATION OR NUMBER | NAME            | STUDENT OR PASSENGER             | FROM               |   |
| 19/05/09   | C172N      | C-GGJK     | Loïc Martin            | Alain Fréchette | CSK3                             | CSK3               | Vol 11, Ex. 15 @ 18, 30 (Crosswind)         |
| 21/05/09   | C172M      | C-GSEN     | Thierry Moncada        | Alain Fréchette | CSK3                             | CSK3               | Vol. 12, Présolo Check, Ex. 16 @ 18, 22, 30 |
| 26/05/09   | C172M      | C-GSEN     | Loïc Martin            | Alain Fréchette | CSK3                             | CSK3               | Vol 13, Ex. 15 @ 18, 30                     |
| 26/05/09   | C172M      | C-GSEN     | Alain Fréchette        |                 | CSK3                             | CSK3               | 1er Solo, 1 circuit arrêt complet           |
| 3/06/09  | C172M      | C-GQVS     | Loïc Martin            | Alain Fréchette | CSK3                             | CSK3               | Vol 14, Ex. 15 @ 18, 30                     |
| 3/06/09  | C172M      | C-GQVS     | Alain Fréchette        |                 | CSK3                             | CSK3               | 2e Solo, 3 circuits arrêts complets         |
| 5/06/09  | C172N      | C-GIXH     | Loïc Martin            | Alain Fréchette | CSK3                             | CSK3               | Vol 15, Ex. 15 @ 18, 30                     |
| 5/06/09  | C172N      | C-GIXH     | Alain Fréchette        |                 | CSK3                             | CSK3               | 3e solo, 6 circuits arrêts complets         |
| 8/06/09  | C172N      | C-GIXH     | Loïc Martin            | Alain Fréchette | CSK3                             | CSK3               | Vol 16, Ex. 15 @ 18, 30                     |
| 8/06/09  | C172N      | C-GIXH     | Alain Fréchette        |                 | CSK3                             | CSK3               | 4e solo, ±8 circuits posés-décollés         |
| ENTRIES AND TIMES CERTIFIED CORRECT.<br><br>_____<br>(SIGNATURE) |            |            |                        |                 | GRAND TOTAL<br>(COLUMNS 1 TO 10) |                    | PAGE TOTALS →                               |
|  |            |            |                        |                 |                                  |                    | TOTALS FORWARDED →                          |
|  |            |            |                        |                 | 19.7                             | ← TOTALS TO DATE → |   |

| SINGLE-ENGINE |                  |       |                  | MULTI-ENGINE |                  |          |       |                  |          | INSTRUMENT   |      |             |               | CROSS-COUNTRY |        |       |        | SPECIAL |              | TAKE-OFFS |       | LANDINGS |       |
|---------------|------------------|-------|------------------|--------------|------------------|----------|-------|------------------|----------|--------------|------|-------------|---------------|---------------|--------|-------|--------|---------|--------------|-----------|-------|----------|-------|
| DAY           |                  | NIGHT |                  | DAY          |                  |          | NIGHT |                  |          | IMC (ACTUAL) | HOOD | FLIGHT SIM. | NO. IFR APPR. | DAY           |        | NIGHT |        | FLOATS  | RETRAC-TABLE | DAY       | NIGHT | DAY      | NIGHT |
| DUAL          | PILOT IN COMMAND | DUAL  | PILOT IN COMMAND | DUAL         | PILOT IN COMMAND | CO-PILOT | DUAL  | PILOT IN COMMAND | CO-PILOT |              |      |             |               | DUAL          | P.I.C. | DUAL  | P.I.C. |         |              |           |       |          |       |
| 1.3           |                  |       |                  |              |                  |          |       |                  |          |              |      |             |               |               |        |       |        |         |              |           |       |          |       |
| 1.1           |                  |       |                  |              |                  |          |       |                  |          |              |      |             |               |               |        |       |        |         |              |           |       |          |       |
| 1.1           |                  |       |                  |              |                  |          |       |                  |          |              |      |             |               |               |        |       |        |         |              |           |       |          |       |
|               | 0.3              |       |                  |              |                  |          |       |                  |          |              |      |             |               |               |        |       |        |         |              |           |       |          |       |
| 0.8           |                  |       |                  |              |                  |          |       |                  |          |              |      |             |               |               |        |       |        |         |              |           |       |          |       |
|               | 0.6              |       |                  |              |                  |          |       |                  |          |              |      |             |               |               |        |       |        |         |              |           |       |          |       |
| 0.6           |                  |       |                  |              |                  |          |       |                  |          |              |      |             |               |               |        |       |        |         |              |           |       |          |       |
|               | 0.8              |       |                  |              |                  |          |       |                  |          |              |      |             |               |               |        |       |        |         |              |           |       |          |       |
| 0.5           |                  |       |                  |              |                  |          |       |                  |          |              |      |             |               |               |        |       |        |         |              |           |       |          |       |
|               | 0.8              |       |                  |              |                  |          |       |                  |          |              |      |             |               |               |        |       |        |         |              |           |       |          |       |
| 5.4           | 2.5              |       |                  |              |                  |          |       |                  |          |              |      |             |               |               |        |       |        |         |              |           | 10    |          | 10    |
| 11.8          |                  |       |                  |              |                  |          |       |                  |          |              |      |             |               | 0.5           |        |       |        |         |              |           | 10    |          | 10    |
| 17.2          | 2.5              |       |                  |              |                  |          |       |                  |          |              |      |             |               | 0.5           |        |       |        |         |              |           | 20    |          | 20    |
| 1             | 2                | 3     | 4                | 5            | 6                | 7        | 8     | 9                | 10       |              |      |             |               |               |        |       |        |         |              |           |       |          |       |

| DATE                                 | AIRCRAFT   |                        | PILOT IN COMMAND | CO-PILOT             | ROUTE OF FLIGHT                         |              | REMARKS   |
|--------------------------------------|------------|------------------------|------------------|----------------------|---|--------------|---|
| (DD/MM/YY)                           | MAKE MODEL | REGISTRATION OR NUMBER | NAME             | STUDENT OR PASSENGER | FROM                                    | TO           | EXERCISE, FLIGHT NO., MISSION OR OTHER                            |
| 11/06/09                             | C172M      | C-GUCU                 | Alain Fréchette  |                      | CSK3                                    | CSK3         | Vol 17, 5e solo, ±12 circuits posés-décollés (pas de pré-check)   |
| 12/06/09                             | C172M      | C-GUCU                 | Loïc Martin      | Alain Fréchette      | CSK3                                    | CSK3         | Vol 18, Ex. 15 @ 18, 22, 23, 30 (Beloeil + Atterrissage forcé)    |
| 15/06/09                             | C172M      | C-GQVS                 | Loïc Martin      | Alain Fréchette      | CSK3                                    | CSK3         | Vol 19, Ex. 15 @ 18, 21, 22, 23 (Joliette et Lourdes-de-Joliette) |
| 22/06/09                             | C172N      | C-G1XX                 | Loïc Martin      | Alain Fréchette      | CSK3                                    | CSK3         | Vol 20, Ex. 9 @ 12, 15, 17, 18, 22, 30                            |
| 24/06/09                             | C172N      | C-G1XX                 | Alain Fréchette  |                      | CSK3                                    | CSK3         | Vol 21, 1er solo en zone + circuits                               |
| 26/06/09                             | C172M      | C-GQVS                 | Loïc Martin      | Alain Fréchette      | CSK3                                    | CSK3         | Vol 22, Ex. 22, 24, 30 (Instruments)                              |
| 1/07/09                              | C172N      | C-G1XH                 | Loïc Martin      | Alain Fréchette      | CSK3                                    | CSK3         | Vol 23, Ex. 24 (Instruments)                                      |
| 6/07/09                              | C172M      | C-GSEN                 | Loïc Martin      | Alain Fréchette      | CSK3                                    | CSK3         | Vol 24, Ex. 15 @ 18, 22, 24 (Instruments)                         |
| 10/07/09                             | C172M      | C-GSEN                 | Alain Fréchette  |                      | CSK3                                    | CSK3         | Vol 25, 2e solo en zone + circuits                                |
| 13/07/09                             | C172N      | C-GVXM                 | Loïc Martin      | Alain Fréchette      | CSK3                                    | CSK3         | Vol 26, Ex. 15 @ 18, 23 (Hawkesbury, St-Lazare)                   |
| ENTRIES AND TIMES CERTIFIED CORRECT. |            |                        |                  |                      | <b>GRAND TOTAL</b><br>(COLUMNS 1 TO 10) |              | PAGE TOTALS →   |
|                                      |            |                        |                  |                      |   |              | TOTALS FORWARDED →  |
|                                      |            |                        |                  |                      | (SIGNATURE) _____                       | (DATE) _____ | <b>33.4</b>   |

| SINGLE-ENGINE |                  |       |                  | MULTI-ENGINE |                  |          |       |                  |          | INSTRUMENT   |      |             |               | CROSS-COUNTRY |        |       |        | SPECIAL |              | TAKE-OFFS |       | LANDINGS |       |
|---------------|------------------|-------|------------------|--------------|------------------|----------|-------|------------------|----------|--------------|------|-------------|---------------|---------------|--------|-------|--------|---------|--------------|-----------|-------|----------|-------|
| DAY           |                  | NIGHT |                  | DAY          |                  |          | NIGHT |                  |          | IMC (ACTUAL) | HOOD | FLIGHT SIM. | NO. IFR APPR. | DAY           |        | NIGHT |        | FLOATS  | RETRAC-TABLE | DAY       | NIGHT | DAY      | NIGHT |
| DUAL          | PILOT IN COMMAND | DUAL  | PILOT IN COMMAND | DUAL         | PILOT IN COMMAND | CO-PILOT | DUAL  | PILOT IN COMMAND | CO-PILOT |              |      |             |               | DUAL          | P.I.C. | DUAL  | P.I.C. |         |              |           |       |          |       |
|               | 1.4              |       |                  |              |                  |          |       |                  |          |              |      |             |               |               |        |       |        |         |              | 1         |       | 1        |       |
| 1.4           |                  |       |                  |              |                  |          |       |                  |          |              |      |             |               | 0.5           |        |       |        |         |              | 1         |       | 1        |       |
| 1.7           |                  |       |                  |              |                  |          |       |                  |          |              |      |             |               | 1.0           |        |       |        |         |              | 1         |       | 1        |       |
| 1.1           |                  |       |                  |              |                  |          |       |                  |          |              |      |             |               |               |        |       |        |         |              | 1         |       | 1        |       |
|               | 1.2              |       |                  |              |                  |          |       |                  |          |              |      |             |               |               |        |       |        |         |              | 1         |       | 1        |       |
| 1.3           |                  |       |                  |              |                  |          |       |                  |          |              | 1.0  |             |               |               |        |       |        |         |              | 1         |       | 1        |       |
| 1.2           |                  |       |                  |              |                  |          |       |                  |          |              | 1.0  |             |               |               |        |       |        |         |              | 1         |       | 1        |       |
| 1.3           |                  |       |                  |              |                  |          |       |                  |          |              | 1.0  |             |               |               |        |       |        |         |              | 1         |       | 1        |       |
|               | 1.5              |       |                  |              |                  |          |       |                  |          |              |      |             |               |               | 0.5    |       |        |         |              | 1         |       | 1        |       |
| 1.6           |                  |       |                  |              |                  |          |       |                  |          |              |      |             |               | 1.2           |        |       |        |         |              | 1         |       | 1        |       |
| 9.6           | 4.1              |       |                  |              |                  |          |       |                  |          |              | 3.0  |             |               | 2.7           | 0.5    |       |        |         |              | 10        |       | 10       |       |
| 17.2          | 2.5              |       |                  |              |                  |          |       |                  |          |              |      |             |               | 0.5           |        |       |        |         |              | 20        |       | 20       |       |
| 26.8          | 6.6              |       |                  |              |                  |          |       |                  |          |              | 3.0  |             |               | 3.2           | 0.5    |       |        |         |              | 30        |       | 30       |       |
| 1             | 2                | 3     | 4                | 5            | 6                | 7        | 8     | 9                | 10       |              |      |             |               |               |        |       |        |         |              |           |       |          |       |

| DATE                                 | AIRCRAFT   |            | PILOT IN COMMAND       | CO-PILOT        | ROUTE OF FLIGHT                         |      | REMARKS  |
|--------------------------------------|------------|------------|------------------------|-----------------|---|------|--|
|                                      | (DD/MM/YY) | MAKE MODEL | REGISTRATION OR NUMBER | NAME            | STUDENT OR PASSENGER                    | FROM |  |
| 14/07/09                             | C172M      | C-GQVS     | Loïc Martin            | Alain Fréchette | CSK3                                    | CSK3 | Vol 27, Ex. 15 @ 18, 24, 30 (Instruments)                |
| 15/07/09                             | C172N      | C-GVXM     | Alain Fréchette        |                 | CSK3                                    | CSK3 | Vol 28, 3e solo en zone + circuits                       |
| 12/08/09                             | C172M      | C-GUCU     | Loïc Martin            | Alain Fréchette | CSK3                                    | CSK3 | Vol 29, Révision. Ex. 9@18, 22, 24, 30 (retour vacances) |
| 14/08/09                             | C172M      | C-GUCU     | Alain Fréchette        |                 | CSK3                                    | CSK3 | Vol 30, 4e solo en zone + circuits                       |
| 17/08/09                             | C172N      | C-GVXM     | Loïc Martin            | Alain Fréchette | CSK3                                    | CSK3 | Vol 31, Prép. Cross-Country Québec (CSK3-CYRQ-CYQB-CSK3) |
| 19/08/09                             | C172M      | C-GUCU     | Alain Fréchette        |                 | CSK3                                    | CSK3 | Vol 32, Ex. 15 @ 18, circuits solo                       |
| 20/08/09                             | C172M      | C-GUCU     | Alain Fréchette        |                 | CSK3                                    | CSK3 | Vol 33, Cross-Country Québec, solo (CSK3-CYRQ-CYQB-CSK3) |
| 24/08/09                             | C172N      | C-GZBF     | Loïc Martin            | Alain Fréchette | CSK3                                    | CSK3 | Vol 34, Révision pré-test en vol                         |
| 26/08/09                             | C172N      | C-G1XX     | Thierry Moncada        | Alain Fréchette | CSK3                                    | CSK3 | Vol 35, Pré-test en vol                                  |
| 28/08/09                             | C172N      | C-GVXM     | Alain Fréchette        |                 | CSK3                                    | CSK3 | Vol 36, 5e solo en zone + circuits                       |
| ENTRIES AND TIMES CERTIFIED CORRECT. |            |            |                        |                 | <b>GRAND TOTAL</b><br>(COLUMNS 1 TO 10) |      | PAGE TOTALS →  |
|                                      |            |            |                        |                 |   |      | TOTALS FORWARDED →                                       |
|                                      |            |            |                        |                 | (SIGNATURE) _____ (DATE) _____          | 49.6 | ← TOTALS TO DATE →                                       |

| SINGLE-ENGINE |                  |       |                  | MULTI-ENGINE |                  |          |       |                  |          | INSTRUMENT   |      |             |               | CROSS-COUNTRY |        |       |        | SPECIAL |             | TAKE-OFFS |       | LANDINGS |       |
|---------------|------------------|-------|------------------|--------------|------------------|----------|-------|------------------|----------|--------------|------|-------------|---------------|---------------|--------|-------|--------|---------|-------------|-----------|-------|----------|-------|
| DAY           |                  | NIGHT |                  | DAY          |                  |          | NIGHT |                  |          | IMC (ACTUAL) | HOOD | FLIGHT SIM. | NO. IFR APPR. | DAY           |        | NIGHT |        | FLOATS  | RETRACTABLE | DAY       | NIGHT | DAY      | NIGHT |
| DUAL          | PILOT IN COMMAND | DUAL  | PILOT IN COMMAND | DUAL         | PILOT IN COMMAND | CO-PILOT | DUAL  | PILOT IN COMMAND | CO-PILOT |              |      |             |               | DUAL          | P.I.C. | DUAL  | P.I.C. |         |             |           |       |          |       |
| 1.1           |                  |       |                  |              |                  |          |       |                  |          | 0.8          |      |             |               |               |        |       |        |         |             | 1         |       | 1        |       |
|               | 1.3              |       |                  |              |                  |          |       |                  |          |              |      |             |               | 0.5           |        |       |        |         |             | 1         |       | 1        |       |
| 1.3           |                  |       |                  |              |                  |          |       |                  |          | 0.4          |      |             |               |               |        |       |        |         |             | 1         |       | 1        |       |
|               | 1.3              |       |                  |              |                  |          |       |                  |          |              |      |             |               | 0.5           |        |       |        |         |             | 1         |       | 1        |       |
| 3.1           |                  |       |                  |              |                  |          |       |                  |          |              |      |             | 2.8           |               |        |       |        |         |             | 1         |       | 1        |       |
|               | 0.9              |       |                  |              |                  |          |       |                  |          |              |      |             |               |               |        |       |        |         |             | 1         |       | 1        |       |
|               | 3.0              |       |                  |              |                  |          |       |                  |          |              |      |             |               | 2.3           |        |       |        |         |             | 1         |       | 1        |       |
| 1.4           |                  |       |                  |              |                  |          |       |                  |          | 0.4          |      |             | 0.4           |               |        |       |        |         |             | 1         |       | 1        |       |
| 1.3           |                  |       |                  |              |                  |          |       |                  |          | 0.3          |      |             |               |               |        |       |        |         |             | 1         |       | 1        |       |
|               | 1.5              |       |                  |              |                  |          |       |                  |          |              |      |             |               | 0.5           |        |       |        |         |             | 1         |       | 1        |       |
| 8.2           | 8.0              |       |                  |              |                  |          |       |                  |          |              | 1.9  |             | 3.2           | 3.8           |        |       |        |         |             | 10        |       | 10       |       |
| 26.8          | 6.6              |       |                  |              |                  |          |       |                  |          |              | 3.0  |             | 3.2           | 0.5           |        |       |        |         |             | 30        |       | 30       |       |
| 35.0          | 14.6             |       |                  |              |                  |          |       |                  |          |              | 4.9  |             | 6.4           | 4.3           |        |       |        |         |             | 40        |       | 40       |       |
| 1             | 2                | 3     | 4                | 5            | 6                | 7        | 8     | 9                | 10       |              |      |             |               |               |        |       |        |         |             |           |       |          |       |

| DATE                                 | AIRCRAFT   |            | PILOT IN COMMAND       | CO-PILOT        | ROUTE OF FLIGHT      |   | REMARKS      |  |
|--------------------------------------|------------|------------|------------------------|-----------------|----------------------|---|--------------|--|
|                                      | (DD/MM/YY) | MAKE MODEL | REGISTRATION OR NUMBER | NAME            | STUDENT OR PASSENGER | FROM                                    |              | TO   |
| 31/08/09                             | C172N      | C-GVXM     | Alain Fréchette        |                 |                      | CSK3                                    | CSK3         | Vol 37, 6e solo en zone (Joliette)                           |
| 3/09/09                              | C172N      | C-GVXM     | Alain Fréchette        |                 |                      | CSK3                                    | CSK3         | Vol 38, 7e solo en zone                                      |
| 8/09/09                              | C172M      | C-GQVS     | Loïc Martin            | Alain Fréchette |                      | CSK3                                    | CSK3         | Vol 39, Ajustements pré-test en vol (Joliette)               |
| 10/09/09                             | C172M      | C-GUCU     | Alain Fréchette        |                 |                      | CSK3                                    | CSK3         | Vol 40, 8e solo en zone + 2 circuits                         |
| 14/09/09                             | C172N      | C-GGJK     | Alain Fréchette        | Louise Gagnon   |                      | CSK3                                    | CSK3         | Vol 41, Test en vol TC                                       |
| 21/09/09                             | C172N      | C-GIXH     | Alain Fréchette        |                 |                      | CSK3                                    | CSK3         | Vol 42, 1er vol après Test en vol, circuits CSK3             |
| 21/10/09                             | C172N      | C-GIXH     | Alain Fréchette        |                 |                      | CSK3                                    | CSK3         | Vol 43, 2e vol après Test en vol, circuits CSK3              |
| 18/11/09                             | C172N      | C-GZBF     | Alain Fréchette        |                 |                      | CSK3                                    | CSK3         | Vol 44, 1er vol Pilote privé, Joliette (3 P-D)               |
| 15/04/10                             | C172N      | C-GIXH     | Charles Kerrenew       | Alain Fréchette |                      | CSK3                                    | CSK3         | Vol 45, Flight check privé                                   |
| 13/05/10                             | C172N      | C-GGJK     | Alain Fréchette        |                 |                      | CSK3                                    | CSK3         | Vol 46, Circuits (Posés-Décolles - Vents 10-12 kt instables) |
| ENTRIES AND TIMES CERTIFIED CORRECT. |            |            |                        |                 |                      | <b>GRAND TOTAL</b><br>(COLUMNS 1 TO 10) |              | PAGE TOTALS →  |
|                                      |            |            |                        |                 |                      |   |              | TOTALS FORWARDED →   |
|                                      |            |            |                        |                 |                      | (SIGNATURE) _____                       | (DATE) _____ | 61.9   |

| SINGLE-ENGINE |                  |       |                  | MULTI-ENGINE |                  |          |       |                  |          | INSTRUMENT   |      |             |               | CROSS-COUNTRY |        |       |        | SPECIAL |             | TAKE-OFFS |       | LANDINGS |       |
|---------------|------------------|-------|------------------|--------------|------------------|----------|-------|------------------|----------|--------------|------|-------------|---------------|---------------|--------|-------|--------|---------|-------------|-----------|-------|----------|-------|
| DAY           |                  | NIGHT |                  | DAY          |                  |          | NIGHT |                  |          | IMC (ACTUAL) | HOOD | FLIGHT SIM. | NO. IFR APPR. | DAY           |        | NIGHT |        | FLOATS  | RETRACTABLE | DAY       | NIGHT | DAY      | NIGHT |
| DUAL          | PILOT IN COMMAND | DUAL  | PILOT IN COMMAND | DUAL         | PILOT IN COMMAND | CO-PILOT | DUAL  | PILOT IN COMMAND | CO-PILOT |              |      |             |               | DUAL          | P.I.C. | DUAL  | P.I.C. |         |             |           |       |          |       |
|               | 1.4              |       |                  |              |                  |          |       |                  |          |              |      |             |               | 0.5           |        |       |        |         | 1           |           | 1     |          |       |
|               | 1.3              |       |                  |              |                  |          |       |                  |          |              |      |             |               | 0.4           |        |       |        |         | 1           |           | 1     |          |       |
| 1.4           |                  |       |                  |              |                  |          |       |                  |          |              | 0.3  |             |               | 0.3           |        |       |        |         | 1           |           | 1     |          |       |
|               | 1.0              |       |                  |              |                  |          |       |                  |          |              |      |             |               | 0.3           |        |       |        |         | 1           |           | 1     |          |       |
|               | 1.3              |       |                  |              |                  |          |       |                  |          |              |      |             |               |               |        |       |        |         | 1           |           | 1     |          |       |
|               | 1.1              |       |                  |              |                  |          |       |                  |          |              |      |             |               |               |        |       |        |         | 1           |           | 1     |          |       |
|               | 1.3              |       |                  |              |                  |          |       |                  |          |              |      |             |               |               |        |       |        |         | 1           |           | 1     |          |       |
|               | 1.2              |       |                  |              |                  |          |       |                  |          |              |      |             |               | 0.6           |        |       |        |         | 1           |           | 1     |          |       |
| 1.0           |                  |       |                  |              |                  |          |       |                  |          |              |      |             |               |               |        |       |        |         | 1           |           | 1     |          |       |
|               | 1.3              |       |                  |              |                  |          |       |                  |          |              |      |             |               |               |        |       |        |         | 1           |           | 1     |          |       |
| 2.4           | 9.9              |       |                  |              |                  |          |       |                  |          |              | 0.3  |             |               | 0.3           | 1.8    |       |        |         | 10          |           | 10    |          |       |
| 35.0          | 14.6             |       |                  |              |                  |          |       |                  |          |              | 4.9  |             |               | 6.4           | 4.3    |       |        |         | 40          |           | 40    |          |       |
| 37.4          | 24.5             |       |                  |              |                  |          |       |                  |          |              | 5.2  |             |               | 6.7           | 6.1    |       |        |         | 50          |           | 50    |          |       |
| 1             | 2                | 3     | 4                | 5            | 6                | 7        | 8     | 9                | 10       |              |      |             |               |               |        |       |        |         |             |           |       |          |       |

| DATE                                 | AIRCRAFT   |                        | PILOT IN COMMAND | CO-PILOT             | ROUTE OF FLIGHT                         |      | REMARKS   |  |
|--------------------------------------|------------|------------------------|------------------|----------------------|---|------|---|--|
| (DD/MM/YY)                           | MAKE MODEL | REGISTRATION OR NUMBER | NAME             | STUDENT OR PASSENGER | FROM                                    | TO   | EXERCISE, FLIGHT NO., MISSION OR OTHER                      |  |
| 21/06/10                             | C172M      | C-GQVS                 | Charles Kerrenew | Alain Fréchette      | CSK3                                    | CSK3 | Vol 47, Flight check prive (circuits)                       |  |
| 14/07/10                             | C172M      | C-GSEN                 | Alain Fréchette  |                      | CSK3                                    | CSK3 | Vol 48, Premier passager officiel: Camille (Sorel-Joliette) |  |
|                                      |            |                        |                  |                      |   |      |   |  |
|                                      |            |                        |                  |                      |   |      |   |  |
|                                      |            |                        |                  |                      |   |      |   |  |
|                                      |            |                        |                  |                      |   |      |   |  |
|                                      |            |                        |                  |                      |   |      |   |  |
|                                      |            |                        |                  |                      |   |      |   |  |
|                                      |            |                        |                  |                      |   |      |   |  |
|                                      |            |                        |                  |                      |   |      |   |  |
| ENTRIES AND TIMES CERTIFIED CORRECT. |            |                        |                  |                      | <b>GRAND TOTAL</b><br>(COLUMNS 1 TO 10) |      | PAGE TOTALS →   |  |
| _____                                |            |                        |                  |                      | <b>63.8</b>                             |      | TOTALS FORWARDED →  |  |
| (SIGNATURE)                          |            |                        | (DATE)           |                      |   |      | ← TOTALS TO DATE →  |  |

| SINGLE-ENGINE |                  |       |                  | MULTI-ENGINE |                  |          |       |                  |          | INSTRUMENT   |      |             |               | CROSS-COUNTRY |        |       |        | SPECIAL |              | TAKE-OFFS |       | LANDINGS |       |
|---------------|------------------|-------|------------------|--------------|------------------|----------|-------|------------------|----------|--------------|------|-------------|---------------|---------------|--------|-------|--------|---------|--------------|-----------|-------|----------|-------|
| DAY           |                  | NIGHT |                  | DAY          |                  |          | NIGHT |                  |          | IMC (ACTUAL) | HOOD | FLIGHT SIM. | NO. IFR APPR. | DAY           |        | NIGHT |        | FLOATS  | RETRAC-TABLE | DAY       | NIGHT | DAY      | NIGHT |
| DUAL          | PILOT IN COMMAND | DUAL  | PILOT IN COMMAND | DUAL         | PILOT IN COMMAND | CO-PILOT | DUAL  | PILOT IN COMMAND | CO-PILOT |              |      |             |               | DUAL          | P.I.C. | DUAL  | P.I.C. |         |              |           |       |          |       |
| 0.7           |                  |       |                  |              |                  |          |       |                  |          |              |      |             |               |               |        |       |        |         | 1            |           | 1     |          |       |
|               | 1.2              |       |                  |              |                  |          |       |                  |          |              |      |             |               |               |        |       |        |         | 1            |           | 1     |          |       |
|               |                  |       |                  |              |                  |          |       |                  |          |              |      |             |               |               |        |       |        |         |              |           |       |          |       |
|               |                  |       |                  |              |                  |          |       |                  |          |              |      |             |               |               |        |       |        |         |              |           |       |          |       |
|               |                  |       |                  |              |                  |          |       |                  |          |              |      |             |               |               |        |       |        |         |              |           |       |          |       |
|               |                  |       |                  |              |                  |          |       |                  |          |              |      |             |               |               |        |       |        |         |              |           |       |          |       |
|               |                  |       |                  |              |                  |          |       |                  |          |              |      |             |               |               |        |       |        |         |              |           |       |          |       |
|               |                  |       |                  |              |                  |          |       |                  |          |              |      |             |               |               |        |       |        |         |              |           |       |          |       |
| 0.7           | 1.2              |       |                  |              |                  |          |       |                  |          |              |      |             |               |               |        |       |        |         | 2            |           | 2     |          |       |
| 37.4          | 24.5             |       |                  |              |                  |          |       |                  |          |              | 5.2  |             |               | 6.7           | 6.1    |       |        |         | 50           |           | 50    |          |       |
| 38.1          | 25.7             |       |                  |              |                  |          |       |                  |          |              | 5.2  |             |               | 6.7           | 6.1    |       |        |         | 52           |           | 52    |          |       |
| 1             | 2                | 3     | 4                | 5            | 6                | 7        | 8     | 9                | 10       |              |      |             |               |               |        |       |        |         |              |           |       |          |       |