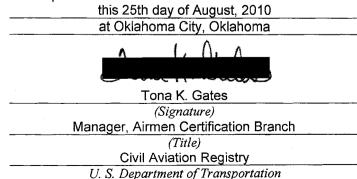
CERTIFICATE OF TRUE COPY

IEREBY CERTIFY that the attached is a true copy of the complete airman file pertaining to ward Francis Sobota, date of birth **Support Support ing documents are on file in the Airmen** rtification Branch, Federal Aviation Administration, Department of Transportation.

by Tammie Silk <u>Compliance Specialist, Airmen Certification Branch</u> (*Title*) I HEREBY CERTIFY that I, Tona K. Gates v an as, at the time of signing, Manager, Airmen Certification Branch, Federal Aviation historin, Department of Transportation, the legal custodian of the aforesaid records, and that full nd cont should be given this certificate as such.

> IN WITNESS WHEREOF, I have hereunto subscribed my name and caused the seal of the U.S. Department of Transportation to be affixed

Signed and dated at Oklahoma City, Oklahoma this 25th day of August, 2010

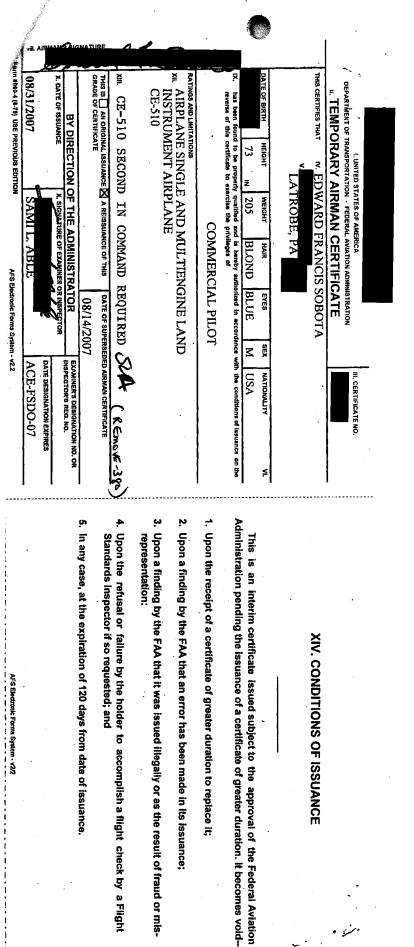


AC Form 5 (10-94) (005 000)

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XIV. CONDITIONS OF ISSUANCE

This is an interim certificate issued subject to the approval of the Federal Aviation

AFS Electronic Forms System • v2/2

Standards inspector if so requested; and

representation:

THE OF AN ADMINISTRATION			NOTE PRESENT THIS FORM UPON APPLICATION FOR REEXAMINATION CERTIFICATE OR RATING SOUGHT	
FLIGHT	the examination indicated below:	· ·		CAL
RCRAFT USED (Make and Model)		FLT. TIME RECORDED IN LOGBOOK		
CE 510 LEVEL D SIMULATOR		PILOT-IN-COMM. OR SOLO	INSTRUMENT	DUAL
	OU WILL BE REEXAMINED C	ON THE FOLLOW	NG:	<u></u>
I F (POWERPLANT C (SINGLE ENGINE PPROACH), V E (CI PPROACH), VI C (A AILURE), VI D (LAN	FAILURE DURING TAK E PRECISION APPROA RCLING APPROACH), PPROACH AND LANDI DING FROM A CIRCLII	CH), V D (NO V F (SINGLE NG WITH A P NG APPROAC	NPRECISION ENGINE MIS OWERPLANT H)	SED
C (SINGLE ENGINE PPROACH), V E (CI PPROACH), VI C (A AILURE), VI D (LAN have personally tested this ertificate or rating sought.	E PRECISION APPROA RCLING APPROACH), PPROACH AND LANDI	CH), V D (NO V F (SINGLE NG WITH A P NG APPROAC	NPRECISION ENGINE MIS OWERPLANT H)	SED
II F (POWERPLANT C (SINGLE ENGINE PPROACH), V E (CI PPROACH), VI C (A AILURE), VI D (LAN have personally tested this,	PRECISION APPROA RCLING APPROACH), PPROACH AND LANDI DING FROM A CIRCLII	CH), V D (NO V F (SINGLE NG WITH A P NG APPROAC	NPRECISION ENGINE MIS OWERPLANT H) / for the issuance DESIGN	SED