Quest Diagnostics
Line Check Record

Captain:	Recurrent: [X]	Emp#:	Domicile RDG
G. MADDOX	Initial: [ ]	Date: 11/21/06	A/C Type PC-12

FLT#	FROM:	TO:	BLOCK TIME	FP [X]	IFR% 99
N# 15EK	RDG	RDU	1 :35	NFP [ ]	VFR%
FLT# 825	FROM:	TO:	BLOCK TIME	FP [X]	IFR% 99
N# 15EK	RDU	CLT	:48	NFP [ ]	VFR%

SAT UNSAT	N/O	ITEM	SAT UNSAT	N/O	ITEM
PREFLIGHT PREPERATION			**APPROACH AND LANDING**		
S		FOM/POH UNDERSTANDING & CURRENCY	S		APPROACH BREIFING
S		PERSONAL EQUIP & DOCS CERTIFICATES, ETC.	S		AIRCRAFT CONFIGURATION
S		REPORT TIME (DUTY)	S		STABILIZED APPROACH & AIRSPEED CONTROL
S		USE OF CHECK LIST	S		TYPE OF APPROACH (ILS) RDU
S		EXTERIOR INTERIOR PREFLIGHT	S		ABNORMAL CONDITIONS
S		WEATHER / NOTAMS / ALTERNATE REQUIREMENTS	S		POST FLIGHT CLOSE OUT
S		TAKE OFF WEIGHT AND BALANCE	S		A/C DISCREPANCIES LOGGED
S		PERFORMANCE PLANNING			
DEPARTURE			**CREW COORDINATIONS**		
S		ENGINE STARTING	S		USE OF CHECK LISTS
S		DEPARTURE BRIEF	S		APPLICATION OF **SOPS**
S		SETTING T/O POWER	S		COCKPIT/OUTSIDE VISILANCE
S		ALTITUDE AWARENESS	S		RESOURCE MANAGEMENT **(CRM)**
S		AIRSPEED/PITCH/CLIMB SCHEDULE	S		CROSS CHECK & MONITORING
ENROUTE			S		WORK LOAD MANAGEMENT
S		PWR SETTINGS/CRUISE CHECK LIST	**AIRCRAFT OPERATIONS**		
S		AUTOPILOT OPERATIONS	S		A/C LIMITATIONS
S		RNAV/GPS OPERATIONS	S		SYSTEMS OPERATED AS PER CONDITIONS
S		NAVIGATION ACCURACY	**CUSTOMER COMMITMENT COMPLIANCE**		
S		ALTITUDE AWARENESS / MEA, MOCCA	S		PASSENGERS AND DISPATCH NOTIFIED OF DELAYS
S		ADHERANCE TO CLEARNANCE	S		COMMUNICATIONS WITH DISPATCH WEATHER PROBLEMS, ETC.
S		HOLDING PROCEDURES		N/O	PASSENGER DISPOSITION, CATERING, ECT...

Results

Satisfactory X Unsatisfactory

Check Airman's Signature [redacted]

Captains Signature [redacted]

QUEST DIAGNOSTICS AVIATION DEPARTMENT

Name of Airman:		License Number:	
George MADDOX		[redacted]	
Employed by:		Home Base:	
Quest Diagnostics		ROC	
Type of Check (FAR Part): 61.55 61.56 Other	Type of Aircraft:	Date of Check:	Airports Utilized:
A/C Familiarization	BE-58	05-05-04	ROC
Block Time:	Number of Landings:	Name of Check Airman:	
1.0	3	William G WELCH	

FLIGHT MANEUVERS GRADE

S = Satisfactory U = Unsatisfactory W = Waived

PREFLIGHT		INSTRUMENT PROCEDURES (Cont')	
1. Systems and Equipment Examination (Written or ~~Oral~~)	S	15. Holding	W
2. Preflight Inspection	S	16. Normal ILS	S
3. Powerplant Checks	S	17. Approach With One Engine Inop. ORAL	S
4. Taxi Procedures	S	18. Non-Precision Approach	W
TAKEOFF		19. Missed Approach Procedures	S
5. Normal	S	20. Missed Approach-One Engine Inop. ORAL	S
6. Instrument	W	21. Circling	
7. Crosswind	S	**LANDINGS**	
8. Simulated Engine Failure After V_1 ORAL	S	22. Normal	S
9. Rejected (Simulated or ~~Oral~~)	S	23. From ILS Approach	S
INFLIGHT MANEUVERS		24. Crosswind	S
10. Steep Turns	S	25. Landing With One Engine Inop.	W
11. Approach to Stall – Clean	W	26. Rejected	S
(One to be Banked) – Approach	W	**EMERGENCY PROCEDURES**	
(One to be Banked) – Landing	S	27. Engine Fire Procedures ORAL	S
12. Specific Flight Characteristics	S	28. Smoke Control	S
INSTRUMENT PROCEDURES		29. Rapid Decompression/Descent	S
13. Area Departure	S	30. Normal and Abnormal Procedures	S
14. Area Arrival	S	31. Various System Malfunctions	S

[redacted]
Airman Signature

[redacted]
Check Airman Signature

Quest Diagnostics Flight Operations
Operating Experience Record

George MADDOX	[redacted]	PC-12
Name of Airman	License number	Equipment

RDG	William G WELCH	Initial / Upgrade (TRNS)
Base	Name of Check Airman	Circle One

Date mm/dd/yr	Trip #	Cities Served	Number of landings	Flight Time	Check Airman Signature
03/14/05	825	RDG, CLT, AVL, TYS, LZU, 3A8	6	5.8	[redacted]
03/15/05	825	" "	6	5.5	[redacted]
03/16/05	825	" "	5	5.8	[redacted]
		Totals		17.1	

Date mm/dd/yr	Trip #	Remarks
03/14/05	825	Excellent Progress / no problems
03/15/05	825	" " " "
03/16/05	825	Three stellar low App. to mins very good!

Recommended Release From:

[redacted] 03-15-05

Check Airman Signature — Date

Quest Diagnostics
Line Check Record

Captain: GEORGE MADDOX	Recurrent: [✓] Initial: [ ]		Emp#: [redacted] Date 01,29,05	Domicile RDG A/C Type TBM 700	
FLT# 968 N# 701QD	FROM: KELM	TO: KSYR.	BLOCK TIME 0:25	FP [✓] NFP [ ]	IFR%___ VFR% 100
FLT# 968 N# 701QD	FROM: KROC	TO: KIAG.	BLOCK TIME 0:20	FP [✓] NFP [ ]	IFR%___ VFR% 100

SAT UNSAT	N/O	ITEM	SAT UNSAT	N/O	ITEM
PREFLIGHT PREPRATION			**APPROACH AND LANDING**		
S		FOM / POH UNDERSTANDING & CURRENCY	S		APPROACH BRIEFING
S		PERSONAL EQUIP & DOCS CERTIFICATES, ECT.	S		AIRCRAFT CONFIGURATION
			S		STABILIZED APPROACH & AIRSPEED CONTROL
S		REPORT TIME (DUTY)	S		TYPE OF APPROACH(ILS) KIAG.
S		USE OF CHECK LIST		✓	ABNORMAL CONDITIONS
S		EXTERIOR INTERIOR PREFLIGHT	S		POST FLIGHT CLOSE OUT
S		WEATHER / NOTAMS/ ALTERNATE REQUIREMEMTS.	S		A/C DISCREPANCIES LOGGED
	✓	TAKE OFF WEIGHT AND BALANCE			
S		PEFORMANCE PLANNING			
DEPARTURE			**CREW COORDINATIONS**		
S		ENGINE STARTING	S		USE OF CHECK LISTS
S		DEPARTURE BRIEF	S		APPLICATION OF **SOPS**
S		SETTING T/O POWER	S		COCKPIT/OUTSIDE VISILANCE
S		ALTITUDE AWARENESS	S		RESOURCE MANAGEMENT **(CRM)**
S		AIRSPEED / PITCH/ CLIMB SCHEDULE	S		CROSS CHECK AND MONITORING
ENROUTE			S		WORK LOAD MANAGEMENT
S		PWR SETTINGS/ CRUISE CHECK LIST	**AIRCRAFT OPERATIONS**		
S		AUTOPILOT OPERATIONS	DISCUSSED		A/C LIMITATIONS
S		RNAV / GPS OPERATIONS	S		SYSTEMS OPERATED AS PER CONDITIONS
S		NAVIGATION ACCURACY / TRACKING	**CUSTOMER COMMITMENT COMPLIANCE**		
S		ALTITUDE AWARNESS / MEA, MOCCA		✓	PASSENGERS AND DISPATCH NOTIFIED OF DELAYS
S		ADHERANCE TO CLEARANCE	S		COMMUNICATIONS WITH DISPATCH WEATHER PROBLEMS, ECT.
DISCUSSED		HOLDING PROCEDURES		✓	PASSENGER DISPOSITION,CATERING ECT...

Results of this Line Check

Satisfactory ✓ Unsatisfactory ___

Check Airmans Signature [redacted] Captains Signature [redacted]

PILOT PROFICIENCY

SIMCOM
TRAINING CENTERS

CERTIFICATE

George William Maddox

has satisfactorily completed a Pilatus PC-12 Advanced Refresher course in accordance with the standards of SimCom Training Centers

*****PRO CARD STATUS*****

SIMCOM INTERNATIONAL INC. CORPORATE SEAL 1997 FLORIDA

[redacted]

Thomas J. Evans
Training Center Manager

April 1, 2009
Completion Date

Advanced Refresher Course
Systems & Procedures Evaluation

Prior to elective training each ARC customer must demonstrate a thorough understanding of the aircraft systems and procedures. This guide has been prepared to assist the instructor in making a proper evaluation during the first classroom session. This is presented as an oral exam guide intended to discover areas that may need additional training.

Limitation Review – Using questions determine if the customer has complete knowledge of the limitations contained in the POH.

Normal Procedures – Review the normal procedures to determine if the customer has complete understanding of how and why for each normal procedure in the POH.

Emergency & Abnormal Procedures – Review the emergency and abnormal procedures to determine if the customer has complete understanding of how and why for each procedure in the POH.

Systems Review – Using questions to determine if the customer has an operating knowledge of the systems in his/her aircraft. The systems include as a minimum the following:
Powerplant
Fuel
Flight Controls
Electrical
Flight Instruments
Landing Gear
Environmental
Ice Protection

Acceptable Performance – When the instructor has determined that the customer has knowledge and skill levels sufficient to operate the aircraft safely and efficiently at his/her level of rating the class may continue with the elective chosen.

Circle One: (Satisfactorily) Unsatisfactorily Incomplete

Course: PC12 Date: 4/1/09

Student Name: George Madden Signature: [redacted]

Instructor: Ed Taylor Signature: [redacted] CFI expire: 3/31/2011

Ground Training

Proficiency Record - Pilatus PC-12

Student Name: George Maddox

Date	Subject	Instructor	Time	Remarks
	Normal and Limiting: Airspeeds, Pwr Settings & Weights	ET	6.0	
	CAWS			
	Aircraft General			
	Powerplant/EIS			
	Fuel System			
	Flight Controls			
	Stick Shaker/Pusher System			
	Electrical System			
	Landing Gear/Brakes			
	Environmental System			
	Weight and Balance			
	Performance			
	Ice Protection			
	AHRS			
	EFIS			
	Flight Instruments			
	Avionics			
	Normal Procedures			
	Emergency Procedures			
	Review			
	Limitations			
	Final Exam			

Test Results 94% Instructor Signature [redacted] Date 4/1/09

Pilatus PC-12
Flight Proficiency Training Record

Student Name (last, first, middle initial): Maddox, George

Aircraft Serial Number: Various

Airman Certificate (category w/class and type ratings): ATP AMEL Comm ASEL

Initial ☐ Recurrent ☐ Other ARC ☒

Lesson Data	Grading Key: S=Satisfactory N/P=Normal Progress U=Unsatisfactory D=Demo/Discussion												
Date 4/1 Year 05	4/1	4/1											
Duration (hours)	1.5	2.0											
IP (initials)	ET	ET											
Lesson #	1	2											
General													
Use of Checklists	S												
Judgement	S												
Preflight	S												
Postflight	S												
Ground Operation	S												
Fire Warning Test	S												
Lamp Test	S												
EIS Test	S												
Autopilot Test	S												
Shaker/Pusher Test	S												
VMC/Normal Procedures/Airwork													
15° Flap Takeoff	S												
30° Flap Takeoff	S												
Maximum Performance Takeoff Procedure	D												
Cruise Climb	S												
Best Rate Climb	S												
Best Angle Climb	D												
Cruise	S												
0° Bank Turns	S												
45° Bank Turns	S												
Standard Rate Turns	S												
Configuration /Airspeed/Power Changes	S												
Stabilized Slow Flight	D												
Stick Shaker/Pusher Series	D												
Descent	S												
Approach	S												
Landing (40° flaps)	S												
Landing (30° flaps)		S											
Landing (15° flaps)	S												
Landing (0° flaps)	S												
Go-Arounds	S												
Maximum Performance Landing Procedure	/												
Night Operation	S												
Night Takeoff and Landing (3 minimum)	S												
Instrument Procedures													
Reference to Instruments (without Flight Director)	S												
Reference to Instruments (with Flight Director)	S												
Reference to Instruments (EFIS Composite Mode)	S												
Reference to Instruments (total EFIS failure)		S											
Clearances/Communication/Navigation	S												
Arrival/Enroute/Departure Procedures	S												
EFIS Operation	S												
ILS Approach	S												
LOC Approach	S												
VOR Approach	/	/											
NDB Approach	/												
GPS Approach	S												
Circle to Land Approach	/	/											
Missed Approach Procedures	S												

Instrument Procedures (contd)	Lesson #	1	2									
Holding			/									
AutoPilot Coupled Approach and Missed Approach		S										
Autopilot Operation		S										
Unusual Attitude Recovery		S										
Powerplant												
Normal Start Procedure		S										
Hung Start Procedure		S										
Hot Start Procedure		S										
Engine Clearing Procedure		S										
Engine Failure During Takeoff Ground Roll		S										
Engine Failure During Climb (simulated)			S									
Engine Failure During Cruise (simulated)		S										
Engine Failure in Traffic Pattern (simulated)			S									
Starter Assist Airstart (simulated)			S									
Low/High Oil Pressure (simulated)		S										
Low/High Oil Temperature (simulated)		S										
Prop Overspeed/Underspeed (simulated)		S										
M.O.R. Operation		S										
E.I.S. System Failures		S										
Fuel System												
Manual Fuel Balancing		S										
Fuel Low Pressure Indication (simulated)		/										
Suspected Fuel Loss From One Tank (simulated)		/										
Flight Controls/Flaps/Stick Shaker/Pusher												
Unscheduled Trim (stab., aileron, rudder)		S										
Alt. Stab. Trim Operation		/	/									
Flaps Failure		S										
Alt. Flap Operation		NA										
Stick Pusher Failure		S										
Inadvertant Stick Pusher Operation (simulated)		D										
Electrical System												
Use of External Power		D										
Battery Overtemp Indication		D										
Generator(s) Inoperative		S										
Loss of Power to Various Busses		S										
Inverter Inoperative		S										
Total Electrical Failure		/	/									
Flight Instruments/Autopilot												
AHRS Failures		D										
Autopilot Failures		S										
Yaw Damper Operation		S										
Airspeed Indicator Failure (pilot and copilot)		D										
Static Ports Blocked		D										
Landing Gear/Hydraulic System												
Manual Landing Gear Extension			S									
Landing with Loss of Brakes (simulated)		D										
Environmental System												
Emergency Descent Procedure (maximum rate)			S									
Emergency Descent Procedure (best glide)			S									
Loss of Cabin Pressurization			S									
Pressurization Air Contamination (simulated)		/	/									
Manual Pressurization Control Operation (simulated)		/	/									
Ice Protection												
Anti-Ice/Deice Systems Operation		S										
Anti-Ice/Deice Systems Failures			D									

Endorsement:

High Altitude _____ Wings _____ Phase _____

ICC _____

BFR _____

[redacted]

Instructor's Signature

Completion Status: (IP initials in block) IP - ENDORSE WHERE APPLICABLE

UNSAT	INC	CLSRM	VFR	IFR	PRO	OTHER
[redacted]		3/31/2011		ET	ET	
CFI Number and Exp.					4/1/09 Date	

PILOT PROFICIENCY

SIMCOM
TRAINING CENTERS

CERTIFICATE

George William Maddox

has satisfactorily completed a Pilatus PC-12 Advanced Refresher course in accordance with the standards of SimCom Training Centers

*****PRO CARD STATUS*****

SIMCOM INTERNATIONAL, INC. CORPORATE SEAL 1989 FLORIDA

[redacted]

Thomas J. Evans
Training Center Manager

May 8, 2008
Completion Date

Advanced Refresher Course
Systems & Procedures Evaluation

Prior to elective training each ARC customer must demonstrate a thorough understanding of the aircraft systems and procedures. This guide has been prepared to assist the instructor in making a proper evaluation during the first classroom session. This is presented as an oral exam guide intended to discover areas that may need additional training.

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Systems Review – Using questions to determine if the customer has an operating knowledge of the systems in his/her aircraft. The systems include as a minimum the following:

Powerplant
Fuel
Flight Controls
Electrical
Flight Instruments
Landing Gear
Environmental
Ice Protection

Acceptable Performance – When the instructor has determined that the customer has knowledge and skill levels sufficient to operate the aircraft safely and efficiently at his/her level of rating the class may continue with the elective chosen.

Circle One: (Satisfactorily) Unsatisfactorily Incomplete

Course: PC 12 ARC Date: 5/8/08

Student Name: GEORGE WANOT Signature: [redacted]

Instructor: ROBERT SILVA Signature: [redacted] CFI expire: 01/09

EXCELLENT PILOT

Ground Training

Proficiency Record - Pilatus PC-12

Student Name: GEORGE MARIOT

Date	Subject	Instructor	Time	Remarks
5/8/08	Normal and Limiting: Airspeeds, Pwr Settings & Weights	R. Silva	8.0	
	CAWS			
	Aircraft General			
	Powerplant/EIS			
	Fuel System			
	Flight Controls			
	Stick Shaker/Pusher System			
	Electrical System			
	Landing Gear/Brakes			
	Environmental System			
	Weight and Balance			
	Performance			
	Ice Protection			
	AHRS			
	EFIS			
	Flight Instruments			
	Avionics			
	Normal Procedures			
	Emergency Procedures			
	Review			
	Limitations			
	Final Exam			

Test Results PASS % 100 Instructor Signature [redacted] Date 5/8/08

Pilatus PC-12
Flight Proficiency Training Record

Student Name (last, first, middle initial):	
MADDOX GEORGE	
Aircraft Serial Number PC12	**Airmen Certificate (category w/class and type ratings):** ATPM

Initial ☐
Recurrent ☐
Other DAL ☒

Grading Key: S=Satisfactory N/P=Normal Progress U=Unsatisfactory D=Demo/Discussion

Lesson Data													
Date 5/8/ **Year** 07	5/7												
Duration (hours)	6.0												
IP (initials)	RS												
Lesson #	1-2												
General													
Use of Checklists	S												
Judgement	S												
Preflight	S												
Postflight	S												
Ground Operation	S												
Fire Warning Test	S												
Lamp Test	S												
ES Test	S												
Autopilot Test	S												
Shaker/Pusher Test	S												
VMC/Normal Procedures/Airwork	S												
15° Flap Takeoff	S												
30° Flap Takeoff	S												
Maximum Performance Takeoff Procedure	S												
Cruise Climb	S												
Best Rate Climb	S												
Best Angle Climb	S												
Cruise	S												
30° Bank Turns	S												
45° Bank Turns	S												
Standard Rate Turns	S												
Configuration/Airspeed/Power Changes	S												
Stabilized Slow Flight	S												
Stick Shaker/Pusher Series	S												
Descent	S												
Approach	S												
Landing (40° flaps)	S												
Landing (30° flaps)	S												
Landing (15° flaps)	S												
Landing (0° flaps)	S												
Go-Arounds	S												
Maximum Performance Landing Procedure	S												
Night Operation	S												
Night Takeoff and Landing (3 minimum)	S												
Instrument Procedures	S												
Reference to Instruments (without Flight Director)	S												
Reference to Instruments (with Flight Director)	S												
Reference to Instruments (EFIS Composite Mode)	S												
Reference to Instruments (total EFIS failure)	S												
Clearances/Communication/Navigation	S												
Arrival/Enroute/Departure Procedures	S												
EFIS Operation	S												
ILS Approach	S												
LOC Approach	S												
VOR Approach	S												
NDB Approach	0												
GPS Approach	S												
Circle to Land Approach	S												
Missed Approach Procedures	S												

Instrument Procedures (contd)	Lesson #	12										
Holding		S										
AutoPilot Coupled Approach and Missed Approach		S										
Autopilot Operation		S										
Unusual Attitude Recovery		S										
Powerplant												
Normal Start Procedure		S										
Hung Start Procedure		S										
Hot Start Procedure		S										
Engine Clearing Procedure		S										
Engine Failure During Takeoff Ground Roll		S										
Engine Failure During Climb (simulated)		S										
Engine Failure During Cruise (simulated)		S										
Engine Failure in Traffic Pattern (simulated)		S										
Starter Assist Airstart (simulated)		S										
Low/High Oil Pressure (simulated)		S										
Low/High Oil Temperature (simulated)		S										
Prop Overspeed/Underspeed (simulated)		D										
M.C.R. Operation		S										
E.I.S. System Failures		S										
Fuel System												
Manual Fuel Balancing		D										
Fuel Low Pressure Indication (simulated)		S										
Suspected Fuel Loss From One Tank (simulated)		D										
Flight Controls/Flaps/Stick Shaker/Pusher												
Unscheduled Trim (stab., aileron, rudder)		S										
Alt. Stab. Trim Operation		S										
Flaps Failure		S										
Alt. Flap Operation		D										
Stick Pusher Failure		S										
Inadvertant Stick Pusher Operation (simulated)												
Electrical System												
Use of External Power		S										
Battery Overtemp Indication		S										
Generator(s) Inoperative		S										
Loss of Power to Various Busses		S										
Inverter Inoperative		S										
Total Electrical Failure		S										
Flight Instruments/Autopilot												
AHRS Failures		S										
Autopilot Failures		S										
Yaw Damper Operation		S										
Airspeed Indicator Failure (pilot and copilot)		D										
Static Ports Blocked		D										
Landing Gear/Hydraulic System												
Manual Landing Gear Extension		S										
Landing with Loss of Brakes (simulated)		S										
Environmental System												
Emergency Descent Procedure (maximum rate)		S										
Emergency Descent Procedure (best glide)		S										
Loss of Cabin Pressurization		S										
Pressurization Air Contamination (simulated)		S										
Manual Pressurization Control Operation (simulated)		S										
Ice Protection												
Anti-Ice/Deice Systems Operation		S										
Anti-Ice/Deice Systems Failures		S										

Endorsement:

High Altitude ____ Wings ____ Phase ____

ICC ✓

BFR [redacted]

Instructor's Signature

Completion Status: (IP initials in block) IP - ENDORSE WHERE APPLICABLE

☐ UNSAT ☐ INC ☐ CLSRM ☐ VFR ☐ IFR ☒ PRO ____ OTHER

[redacted] 01/09

CFI Number and Exp.

5/8/08

Date

PILOT PROFICIENCY

SIMCOM
TRAINING CENTERS

CERTIFICATE

George William Maddox

has satisfactorily completed a LearJet 35 Initial PIC course in accordance with the standards of SimCom Training Centers

[redacted]

Thomas J. Evans
Training Center Manager

March 8, 2009
Completion Date

SIMCOM INTERNATIONAL INC. CORPORATE SEAL FLORIDA

PILOT PROFICIENCY

SIMCOM
TRAINING CENTERS

CERTIFICATE

George William Maddox

has satisfactorily completed a Multi-Engine Instrument Refresher course in accordance with the standards of SimCom Training Centers

*****PRO CARD STATUS*****

[redacted]

Thomas J. Evans
Training Center Manager

May 1, 2007
Completion Date

SEAL
FLORIDA

PILOT PROFICIENCY

SIMCOM
TRAINING CENTERS

CERTIFICATE

George William Maddox

has satisfactorily completed a TBM700 Advanced Refresher course in accordance with the standards of SimCom Training Centers

*****PRO CARD STATUS*****

[redacted]

Thomas J. Evans
Training Center Manager

May 2, 2007
Completion Date

SEAL
FLORIDA

PILOT PROFICIENCY

SIMCOM
TRAINING CENTERS

CERTIFICATE

George William Maddox

has satisfactorily completed a Pilatus PC-12 Advanced Refresher course in accordance with the standards of SimCom Training Centers

*****PRO CARD STATUS*****

[redacted]

Thomas J. Evans
Training Center Manager

January 17, 2007
Completion Date

SEAL
FLORIDA

PILOT PROFICIENCY

SIMCOM
TRAINING CENTERS

CERTIFICATE

George William Maddox

has satisfactorily completed a Multi-Engine Instrument Refresher course in accordance with the standards of SimCom Training Centers

[redacted]
Thomas J. Evans
Training Center Manager

March 9, 2006
Completion Date

SIMCOM INTERNATIONAL, INC.
CORPORATE SEAL
FLORIDA

PILOT PROFICIENCY

SIMCOM
TRAINING CENTERS

CERTIFICATE

George William Maddox

has satisfactorily completed a TBM700 Advanced Refresher course in accordance with the standards of SimCom Training Centers

*****PRO CARD STATUS*****

SIMCOM INTERNATIONAL INC
CORPORATE SEAL
989
FLORIDA

[redacted]
Thomas J. Evans
Training Center Manager

March 10, 2006
Completion Date

PILOT PROFICIENCY

SIMCOM
TRAINING CENTERS

CERTIFICATE

George William Maddox

has satisfactorily completed a Multi-Engine Instruments Refresher course in accordance with the standards of SimCom Training Centers

*****PRO CARD STATUS*****

[redacted]

Thomas J. Evans
Training Center Manager

March 7, 2005
Completion Date

SIMCOM INTERNATIONAL INC.
CORPORATE SEAL
1989
FLORIDA

PILOT PROFICIENCY

SIMCOM
TRAINING CENTERS

CERTIFICATE

George William Maddox

has satisfactorily completed a Customized Quest Diagnostics PC-12 Advanced Refresher course in accordance with the standards of SimCom Training Centers

[redacted]

Thomas J. Evans
Training Center Manager

March 11, 2005
Completion Date

SIMCOM INTERNATIONAL CORPORATE SEAL 989 FLORIDA

PILOT PROFICIENCY

SIMCOM
TRAINING CENTERS

CERTIFICATE

George William Maddox

has satisfactorily completed a TBM700 Advanced Refresher course in accordance with the standards of SimCom Training Centers

*****PRO CARD STATUS*****

[redacted]

Thomas J. Evans
Training Center Manager

March 9, 2005
Completion Date

SIMCOM INTERNATIONAL INC. CORPORATE SEAL 1989 FLORIDA

PILOT PROFICIENCY

SIMCOM
TRAINING CENTERS

CERTIFICATE

George William Maddox

has satisfactorily completed a TBM700 Advanced Refresher course in accordance with the standards of SimCom Training Centers

*****PRO CARD STATUS*****

[redacted]

Thomas J. Evans
Training Center Manager

April 29, 2004
Completion Date

SIMCOM INTERNATIONAL, INC. CORPORATE SEAL 1989 FLORIDA

PILOT PROFICIENCY

SIMCOM
TRAINING CENTERS

CERTIFICATE

George William Maddox

has satisfactorily completed a King Air 300 Recurrent SIC course in accordance with the standards of SimCom Training Centers

[redacted]

Thomas J. Evans
Training Center Manager

April 27, 2004
Completion Date

SIMCOM INTERNATIONAL INC
CORPORATE SEAL
1989
FLORIDA