

Quest Diagnostics Line Check Record

Captain: G. MADDOX		Recurrent: <input checked="" type="checkbox"/>	Emp#: _____	Domicile <u>RDG</u>	
Initial: []		Date: <u>11/21/06</u>	A/C Type <u>PC-12</u>		
FLT# <u>025</u>	FROM: <u>RDG</u>	TO: <u>RDU</u>	BLOCK TIME	FP <input checked="" type="checkbox"/>	IFR% <u>99</u>
N# <u>15EK</u>			<u>1:35</u>	NFP []	VFR% _____
FLT# <u>025</u>	FROM: <u>RDU</u>	TO: <u>CLT</u>	BLOCK TIME	FP <input checked="" type="checkbox"/>	IFR% <u>99</u>
N# <u>15EK</u>			<u>:48</u>	NFP []	VFR% _____

SAT UNSAT	N/O	ITEM	SAT UNSAT	N/O	ITEM
PREFLIGHT PREPERATION			APPROACH AND LANDING		
S		FOM/POH UNDERSTANDING & CURRENCY	S		APPROACH BRIEFING
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 (<u>ILS</u>), <u>RDU</u>
S		EXTERIOR INTERIOR PREFLIGHT	S		ABNORMAL CONDITIONS
S		WEATHER / NOTAMS / ALTERNATE REQUIREMENTS	S		POST FLIGHT CLOSE OUT
S		TAKE OFF WEIGHT AND BALANCE			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			AIRCRAFT OPERATIONS		
S		PWR SETTINGS/CRUISE CHECK LIST	S		WORK LOAD MANAGEMENT
S		AUTOPILOT OPERATIONS	S		AIRCRAFT OPERATIONS
S		RNAV/GPS OPERATIONS	S		A/C LIMITATIONS
S		NAVIGATION ACCURACY	S		SYSTEMS OPERATED AS PER CONDITIONS
CUSTOMER COMMITMENT COMPLIANCE			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 _____

Captains Signature _____

QUEST DIAGNOSTICS AVIATION DEPARTMENT

Name of Airman: <i>George MAIDOX</i>		License Number: [REDACTED]	
Employed by: <i>Quest Diagnostics</i>		Home Base: <i>RDG</i>	
Type of Check (FAR Part): 61.55 61.56 Other <i>AK Familiarization</i>	Type of Aircraft: <i>BE-58</i>	Date of Check: <i>05-05-04</i>	Airports Utilized: <i>RDG</i>
Block Time: <i>1.0</i>	Number of Landings: <i>3</i>	Name of Check Airman: <i>William G WELCH</i>	

FLIGHT MANEUVERS GRADE

S = Satisfactory

U = Unsatisfactory

W = Waived

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

[Signature]
Airman Signature

[Signature]
Check Airman Signature

Quest Diagnostics Flight Operations Operating Experience Record

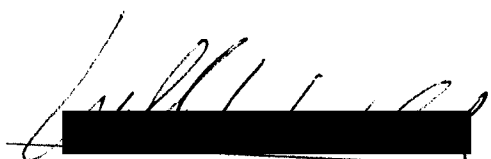
George MADDOX <small>Name of Airman</small>	[REDACTED] <small>License number</small>	PC-12 <small>Equipment</small>
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RDG <small>Base</small>	William G WELCH <small>Name of Check Airman</small>	Initial / Upgrade <u>TRANS</u> <small>Circle One</small>
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Date mm/dd/yr	Trip #	Cities Served	Number of landings	Flight Time	Check Airman Signature
03/14/05	825	RDG, CLT, AVL, IYS L20, 3A0	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	Eye exam & Proceas / no problems
03/15/05	825	" " " "
03/16/05	825	Three at test low App. to miss very good!

Recommended Release From:


 [REDACTED]
Check Airman Signature

03-18-05

Date

Quest Diagnostics Line Check Record

Cptain: GEORGE MADDOX		Recurrent: <input checked="" type="checkbox"/>	Emp#: [REDACTED]	Domicile <u>RDG</u>
Initial: []		Date <u>01/29/05</u>	A/C Type <u>TBM 700</u>	
FLT# <u>968</u>	FROM: <u>KELM</u>	TO: <u>KSYR.</u>	BLOCK TIME <u>0:25</u>	FP <input checked="" type="checkbox"/> IFR% <u> </u>
N# <u>701QD</u>				NFP <input type="checkbox"/> VFR% <u>100</u>
FLT# <u>968</u>	FROM: <u>KROC</u>	TO: <u>KIAG.</u>	BLOCK TIME <u>0:20</u>	FP <input checked="" type="checkbox"/> IFR% <u> </u>
N# <u>701QD</u>				NFP <input type="checkbox"/> VFR% <u>100</u>

SAT	N/O	ITEM	SAT	N/O	ITEM
PREFLIGHT PREPARATION			APPROACH AND LANDING		
S		FOM / POH UNDERSTANDING & CURRENCY	S		APPROACH BRIEFING
S		PERSONAL EQUIP & DOCS CERTIFICATES, ECT.	S		AIRCRAFT CONFIGURATION
S		REPORT TIME (DUTY)	S		STABILIZED APPROACH & AIRSPEED CONTROL
S		USE OF CHECK LIST	S		TYPE OF APPROACH (<u>ILS</u>) <u>KIAG.</u>
S		EXTERIOR INTERIOR PREFLIGHT		<input checked="" type="checkbox"/>	ABNORMAL CONDITIONS
S		WEATHER / NOTAMS/ ALTERNATE REQUIREMENTS.	S		POST FLIGHT CLOSE OUT
	<input checked="" type="checkbox"/>	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 AND MONITORING
ENROUTE			S		WORK LOAD MANAGEMENT
S		PWR SETTINGS/ CRUISE CHECK LIST	AIRCRAFT OPERATIONS		
S		AUTOPILOT OPERATIONS	<u>DISCUSSED</u>		A/C LIMITATIONS
S		RNAV / GPS OPERATIONS	S		SYSTEMS OPERATED AS PER CONDITIONS
S		NAVIGATION ACCURACY / <u>TRACKING</u>	CUSTOMER COMMITMENT COMPLIANCE		
S		ALTITUDE AWARENESS / MEA, MOCCA		<input checked="" type="checkbox"/>	PASSENGERS AND DISPATCH NOTIFIED OF DELAYS
S		ADHERANCE TO CLEARANCE	S		COMMUNICATIONS WITH DISPATCH WEATHER PROBLEMS, ECT.
<u>DISCUSSED</u>		HOLDING PROCEDURES		<input checked="" type="checkbox"/>	PASSENGER DISPOSITION, CATERING ECT...

Results of this Line Check

Satisfactory

Unsatisfactory

Check Airmans Signature [REDACTED]

Captains Signature [REDACTED]

PILOT PROFICIENCY



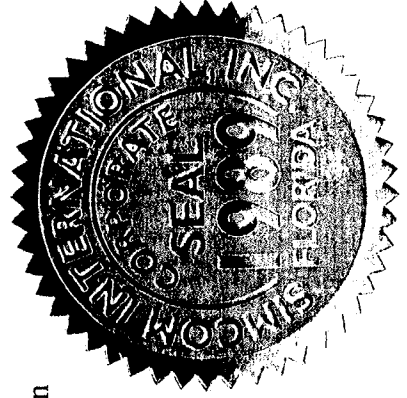
SIMCOM
TRAINING CENTERS

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





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 Maddox

Signature: [Signature]

Instructor: Ed Taylor

Signature: [Signature]

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 OK % Instructor Signature [Signature] Date 4/4/29

Pilatus PC-12 Flight Proficiency Training Record

Student Name (last, first, middle initial): Maddox, George
 Airman Certificate (category w/class and type ratings): ATP AMEL Comm ASEL

Aircraft Serial Number: Various

Initial
 Recurrent
 Other ARC
 General

Lesson Data	Grading Key: S=Satisfactory N/P=Normal Progress U=Unsatisfactory D=Demo/Discussion	
Date <u>4/1</u> Year <u>08</u>	<u>4/1</u>	<u>4/1</u>
Duration (hours)	<u>1.5</u>	<u>2.0</u>
IP (initials)	<u>ET</u>	<u>ET</u>
Lesson #	<u>1</u>	<u>2</u>
Use of Checklists	<u>S</u>	
Judgement	<u>S</u>	
Preflight	<u>S</u>	
Postflight	<u>S</u>	
Ground Operation	<u>S</u>	
Fire Warning Test	<u>S</u>	
Lamp Test	<u>S</u>	
EIS Test	<u>S</u>	
Autopilot Test	<u>S</u>	
Shaker/Pusher Test	<u>S</u>	

VMC/Normal Procedures/Airwork	
15° Flap Takeoff	<u>S</u>
30° Flap Takeoff	<u>S</u>
Maximum Performance Takeoff Procedure	<u>D</u>
Cruise Climb	<u>S</u>
Best Rate Climb	<u>S</u>
Best Angle Climb	<u>D</u>
Cruise	<u>S</u>
0° Bank Turns	<u>S</u>
45° Bank Turns	<u>S</u>
Standard Rate Turns	<u>S</u>
Configuration/Airspeed/Power Changes	<u>S</u>
Stabilized Slow Flight	<u>D</u>
Stick Shaker/Pusher Series	<u>D</u>
Descent	<u>S</u>
Approach	<u>S</u>
Landing (40° flaps)	<u>S</u>
Landing (30° flaps)	<u>S</u>
Landing (15° flaps)	<u>S</u>
Landing (0° flaps)	<u>S</u>
Go-Arounds	<u>S</u>
Maximum Performance Landing Procedure	<u>S</u>
Night Operation	<u>S</u>
Night Takeoff and Landing (3 minimum)	<u>S</u>

Instrument Procedures	
Reference to Instruments (without Flight Director)	<u>S</u>
Reference to Instruments (with Flight Director)	<u>S</u>
Reference to Instruments (EFIS Composite Mode)	<u>S</u>
Reference to Instruments (total EFIS failure)	<u>S</u>
Clearances/Communication/Navigation	<u>S</u>
Arrival/Enroute/Departure Procedures	<u>S</u>
EFIS Operation	<u>S</u>
ILS Approach	<u>S</u>
LOC Approach	<u>S</u>
VOR Approach	<u>S</u>
NDB Approach	<u>S</u>
GPS Approach	<u>S</u>
Circle to Land Approach	<u>S</u>
Missed Approach Procedures	<u>S</u>

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		S																
Engine Failure During Cruise (simulated)		S																		
Engine Failure in Traffic Pattern (simulated)		S		S																
Starter Assist Airstart (simulated)		S		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																	

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

Endorsement:
 High Altitude _____ Wings _____ Phase _____
 ICC _____
 BFR _____
 Instructor's Signature _____

UNSAT INC CLSRM VFR IFR PRO OTHER
 Date: 3/31/2011
 CFI Number and Exp. _____
 Date: 4/1/09

PILOT PROFICIENCY



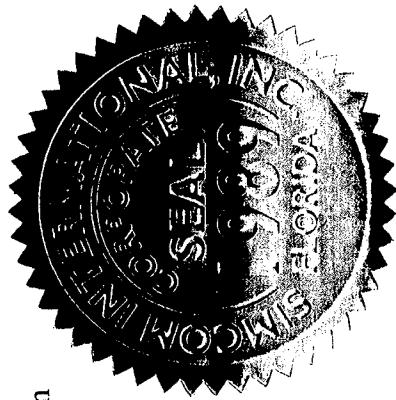
SIMCOM
TRAINING CENTERS

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



A handwritten signature in black ink, appearing to read 'Thomas J. Evans', written over a solid black rectangular redaction box.

Thomas J. Evans
Training Center Manager

May 8, 2008
Completion Date

Advanced Refresher Course Systems & Procedures Evaluation

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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: PL12 AAS

Date: 5/9/08

Student Name: GERMCO WADAOJ

Signature: [Redacted]

Instructor: ROBERT SILVA

Signature: [Redacted]

CFI expire: 01/09

EXCELLENT PILOT

Ground Training Proficiency Record - Pilatus PC-12

Student Name: GEORGE MADDOX

Date	Subject	Instructor	Time	Remarks
<u>5/8/08</u>	Normal and Limiting: Airspeeds, Pwr Settings & Weights	<u>R. Silva</u>	<u>8.0</u>	
	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			
<u>✓</u>	Final Exam	<u>✓</u>	<u>✓</u>	

Test Results 80% % 100 Instructor Signature [Signature] Date 5/8/08

Instrument Procedures (contd)	Lesson #																			
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.O.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																			

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

Endorsement: High Altitude _____ Wings _____ Phase _____

ICC _____
BFR _____

UNSAT
 INC
 CLSRM
 VFR
 IFR
 PRO
 _____ OTHER

Instructor's Signature

CFI Number and Exp.

01/09
5/18/09
Date

PILOT PROFICIENCY



CERTIFICATE

George William Maddox

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





Thomas J. Evans
Training Center Manager

March 8, 2009
Completion Date

PILOT PROFICIENCY




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


Thomas J. Evans
Training Center Manager

May 1, 2007
Completion Date



PILOT PROFICIENCY

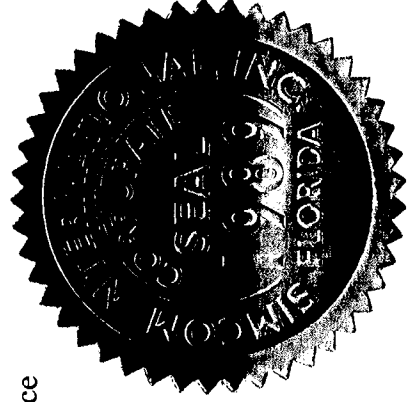


CERTIFICATE

George William Maddox

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

PRO CARD STATUS





Thomas J. Evans
Training Center Manager

May 2, 2007
Completion Date

PILOT PROFICIENCY



SIMCOM
TRAINING CENTERS

CERTIFICATE

George William Maddox

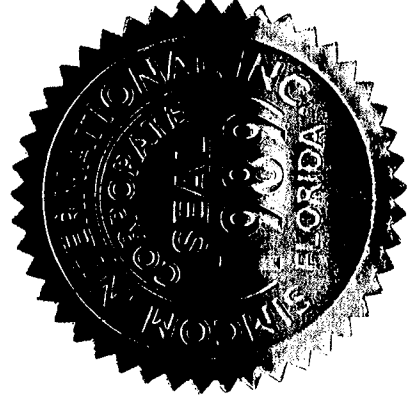
has satisfactorily completed a Pilatus PC-12 Advanced Refresher course in accordance with the standards of SimCom Training Centers

PRO CARD STATUS

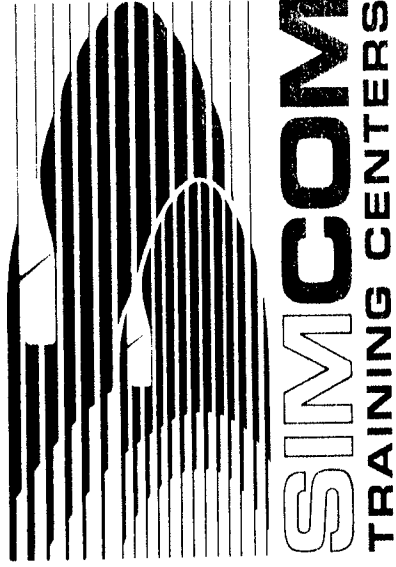


Thomas J. Evans
Training Center Manager

January 17, 2007
Completion Date



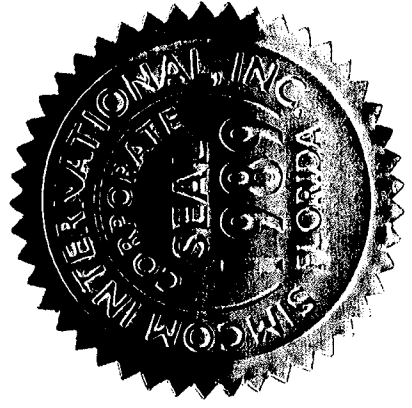
PILOT PROFICIENCY

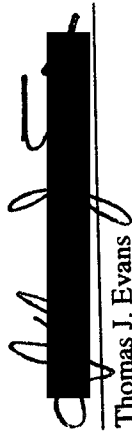


CERTIFICATE

George William Maddox

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




Thomas J. Evans
Training Center Manager

March 9, 2006
Completion Date

PILOT PROFICIENCY



CERTIFICATE

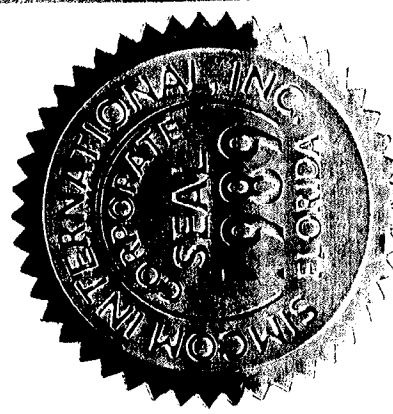
George William Maddox

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

PRO CARD STATUS


Thomas J. Evans
Training Center Manager

March 10, 2006
Completion Date



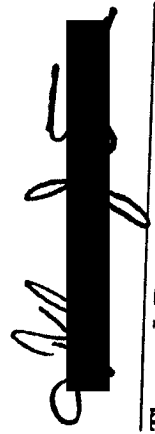
PILOT PROFICIENCY



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


Thomas J. Evans
Training Center Manager

March 7, 2005
Completion Date



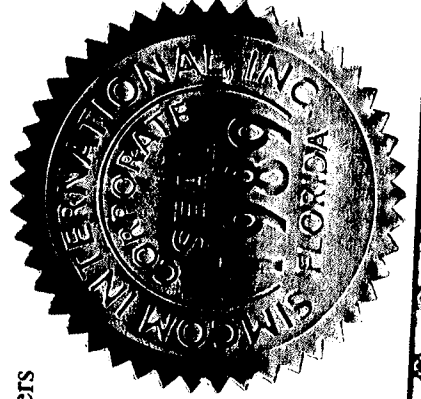
PILOT PROFICIENCY



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



Thomas J. Evans
Training Center Manager

March 11, 2005
Completion Date

PILOT PROFICIENCY



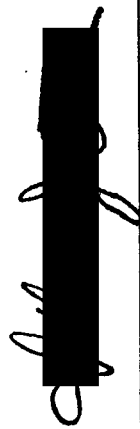
SIMCOM
TRAINING CENTERS

CERTIFICATE

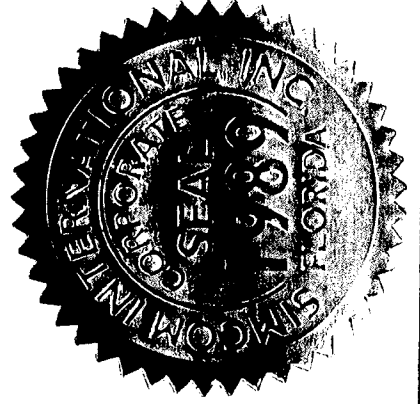
George William Maddox

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

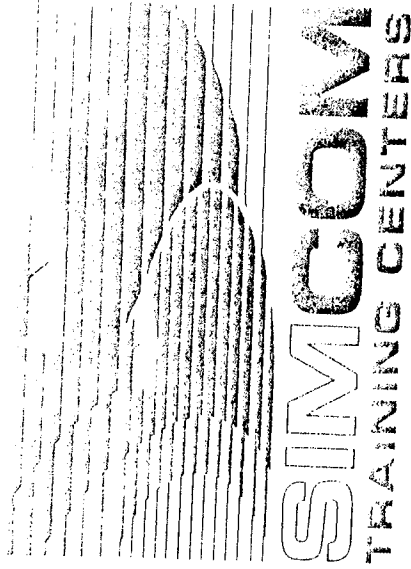
PRO CARD STATUS


Thomas J. Evans
Training Center Manager

March 9, 2005
Completion Date



PILOT PROFICIENCY



CERTIFICATE

George William Maddox

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

PRO CARD STATUS

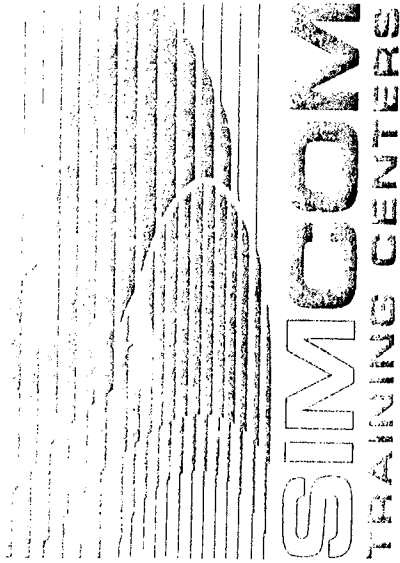


April 29, 2004
Completion Date



Thomas J. Evans
Training Center Manager

PILOT PROFICIENCY




CERTIFICATE

George William Maddox

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



April 27, 2004
Completion Date


Thomas J. Evans
Training Center Manager