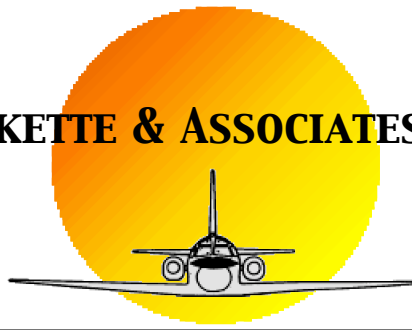


# MARKETTE & ASSOCIATES, INC.



4205 MURVIHILL ROAD  
VALPARAISO, IN 46383

800-947-1617  
FAX: 219-477-2484

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## PILOT TRAINING FOR PIPER NAVAJO

### INITIAL

- Ground School 10 Hours
- Flight Training 5.0 Hours
- Average Time Required 3 Days

### RECURRENT

- Ground School 5.0 Hours
- Flight Training 3.0
- Average Time Required 2 Days

#### Ground School

Normal Systems Operation and Management  
Check List  
Abnormal and Emergency Procedures  
Certificate Limitations and Performance  
Weight and Balance

#### Flight Training

Normal, Abnormal and Emergency Procedures  
Instrument Procedures  
System Management and Flight Planning  
Cockpit Resource Management

*Training is conducted one-on-one at your location or ours.*

*Training programs are approved by the major insurance companies.*

### FEES

- Initial Please contact us for pricing.
- Recurrent

*A 25% deposit is requested when training is scheduled.*

*Fees are reduced 50% for each additional pilot when trained concurrently.*

*Instructor travel expense is additional.*

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## PIPER NAVAJO TRAINING PROGRAM FOR INITIAL AND RECURRENT

Objective: To develop piloting knowledge and skills necessary to safely perform the duties of pilot in command.

Instructional delivery method: Instruction/Demonstration/Practice

Training Aids: Aircraft

Coursewares: Lesson plan, A.F.M., Maneuvers, Procedures(AIM&FARS.)

Training hours: As required for proficiency

### A. PREPARATION

1. Visual inspection
2. Pretaxi procedures
3. Performance limitations

### B. SURFACE OPERATION

1. Cockpit management
2. Securing cargo
3. Starting
4. Taxi
5. Pretakeoff checks

### C. TAKEOFF

1. Normal
2. Crosswind
3. Short/soft field
4. V<sub>MC</sub> demonstration and recovery
5. Powerplant failure before V<sub>MC</sub> (rejected takeoff)
6. Powerplant failure after V<sub>MC</sub>
7. Lower than standard takeoff minima

D. CLIMB

1. Normal
2. One-engine inoperative

E. ENROUTE

1. Steep turns
2. Approaches to stalls (All configurations)
3. Powerplant shutdown and restart
4. Slow speed handling characteristics
5. With a powerplant inoperative

F. DESCENT

1. Normal
2. Maximum rate (EMERGENCY)

G. APPROACHES

1. VFR procedures
  - a. Normal
  - b. With one engine inoperative
  - c. With flap malfunction
2. IFR precision approaches
  - a. ILS-Normal
  - b. ILS- One engine inoperative
3. IFR non-precision approaches
  - a. NDB-normal
  - b. VOR/DME-normal
  - c. Non precision approach one engine inoperative
  - d. Localizer/back course procedures
  - e. SDF/LDA procedures
  - f. ASR procedures
  - g. Circling approach
  - h. Missed approach procedures
    1. From precision approach
    2. From non-precision approach
    3. With one engine inoperative

H. LANDINGS

1. Normal
2. With pitch mistrim
3. From precision approach
4. From precision approach(ILS)with most critical engine inoperative
5. With flap malfunction
6. Crosswind
7. Short and soft field

I. AFTER LANDING

1. Parking
2. Emergency evacuation

J. OTHER FLIGHT PROCEDURES DURING ANY AIRBORNE PHASE

1. Holding
2. Ice accumulation on airframe
3. Air hazard avoidance
4. Windshear/microburst

K. SYSTEMS PROCEDURES DURING ANY AIRBORNE PHASE

(normal, abnormal and alternate)

1. Pressurization
2. Air conditioning
3. Fuel and oil
4. Electrical
5. Hydraulic
6. Flight controls
7. Anti-ice and de-ice equipment
8. Autopilot/flight director
9. Stall warning devices
10. Weather radar
11. Flight instrument malfunction
12. Communication and navigation equipment malfunction

L. SYSTEMS PROCEDURES TRAINING DURING ANY AIRBORNE PHASE

(Emergency)

1. Aircraft fires
2. Smoke control
3. Engine failure/fire
4. Electrical, hydraulic and pneumatic systems
5. Flight control systems malfunction
6. Landing gear and flap systems malfunction
7. Air hazard avoidance
8. Windshear/microburst

**DON KASNER**  
144 S. EAST AVE.  
WAUKESHA, WISCONSIN 53186  
414/547-1911 TELEPHONE/FAX

Age: 53  
Married with two children  
Class II Medical

TOTAL TIME:	14,400 Hours
PILOT IN COMMAND:	14,100 Hours
CROSS COUNTRY:	13,000 Hours
MULTI ENGINE:	12,000 Hours
INSTRUMENT:	4,100 Hours
TURBINE:	7,100 Hours

CHEYENNE I,II, III TIME: 6,100 Hours

Summary of Cheyenne Training:

1975 and 1976 - Attended Piper Factory School on the Cheyenne PA-31T

1977,1978,1979,1980, 1986,1987,1988, 1989, 1990, 1991, 1992, 1993 - Attended Flight Safety For Cheyenne I and II, recurrent

Commercial Pilot Certificate # 1605960 Airplane Single and Multi-Engine Land, Glider and CE 500 type rating, N265 type rating, L1329 type rating

Flight Instructor Certificate # 1605960 CFI Single and Multi, Instrument

Class II Medical Date December, 2001