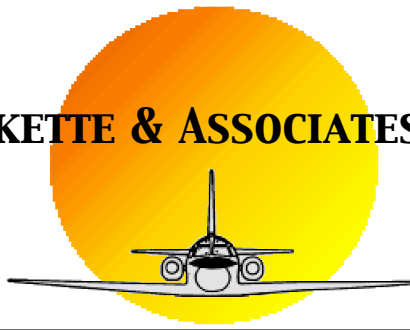


MARKETTE & ASSOCIATES, INC.

4205 MURVIHILL ROAD
VALPARAISO, IN 46383



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

PILOT TRAINING FOR SABRELINER - ALL MODELS

INITIAL

- | | |
|-------------------------|------------|
| • Ground School | 20.0 Hours |
| • Simulator Training | 6.0 Hours* |
| • Flight Training | 5.0 Hours |
| • Average Time Required | 4.5 Days |

RECURRENT

- | | |
|-------------------------|----------|
| • Ground School | 8 Hours |
| • Simulator Training | 2 Hours* |
| • Flight Training | 3 Hours |
| • Average Time Required | 2 Days |

Ground School

Normal and Emergency Procedures
Check List Procedures
Limitations and Performance
Systems Operations
F.A.R.s
Weight and Balance

Flight Training

Normal and Emergency Procedures
Instrument Procedures
Systems 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
 - Recurrent
- Please contact us for pricing.

**Full motion simulator is available if desired at a rate of \$150.00/hour.
Fees are reduced 50% for each additional pilot trained concurrently.
Instructor's travel expense is additional.*

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SABRELINER - ALL MODELS 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. VMC demonstration and recovery
5. Powerplant failure before V₁ (rejected takeoff)
6. Powerplant failure after V₁
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

Robert W. Markette
257 Plum St.
Valparaiso, IN 46383
800-947-1617

Professional Qualifications

Certification:

Airline Transport Pilot Certificate No. 1604827

Ratings: Airplane multi-engine, land, N265, BE300
Commercial privileges, ASEL

Certified Flight Instructor No. 1604827CFI since 1966

Ratings: Airplane single and multi-engine land, Instrument

F.A.A. Designated Pilot Examiner Certificate No. GL17-36

Authorizations: Private, Commercial, Instrument, Multi-engine, Flight Instructor, ATP, BE55/58, N265, C-310

F.A.A. Designated Pilot Proficiency Examiner Certificate No. GL17-29

Authorization: N265

Experience, Pilot in command:

Experience, Copilot:

Total Flight Time 20,000:00

Total time SIC: 400:00

Includes DC3, L-18 and LR23

Total Multi-engine 18,000:00

Total Flight Instructor 4,000:00

Total Sabreliner 5,200:00 (2500:00 + under Part 135 7/83 - 12/92)

Total Turbine Powered 8,000:00

Total Cessna 441/425 3,000:00 (all Part 135)

Total Cessna 421 600:00 (all Part 135)

Total Cessna 411 2,500:00

Total Cessna 414 500:00

Total Cessna 401 &
Cessna 402 400:00

Total Cessna 310 1,000:00

Total Piper Twins 300:00

Total Beech Kingair 1,000:00 (100:00 under Part 135)

Total AC 680FL 400:00

Total AC500 500:00

Total BE55 250:00

Total Turbine
Commander
(681/690 A&B) 600:00

Special Schools:

Flight Safety - Sabreliner - recurrent training

Northern Air Service - Lear Jet Ground School

Cessna Aircraft - Cessna 441 initial training

F.A.A. Designated Examiner Training - initial January, 1989; recurrent March, 1991; August, 1991; May, 1992; August, 1993; March, 1994; July, 1995; August, 1996; July, 1997; August, 1998; July, 1999; September, 2000; November, 2001

Signco Transportation Air Carrier Certificate No. WTIA453B. Completed recurrent training in Beechcraft Kingair and certified as company instructor and captain by F.A.A. FSDO 17, 1/27/92.

While serving as chief pilot for Signco Transportation (12/78 - 12/92), I have personally written and administered Part 135 Training Programs for the following aircraft:

Cessna 441
Cessna 421
Beechcraft E90
Rockwell Sabreliner

While with Signco I conducted all pilot training and also completed F.A.A. flight checks in each aircraft as required by Part 135.

October, 1993 - Present

Current Check Airman for three air carrier operations under Part 135 for Sabreliner

August, 1996 - Adjunct Faculty Member at Lewis University, Romeoville, Illinois; Teaching an Introductory Course in the Sabreliner 40/60

July, 1998 - Recurrent Kingair Training, SIMCOM, Orlando, FL

June, 1999 - Present

Check Airman for one company operating Beechcraft Kingairs under Part 135