

Lloyd M. Sharp
315 S. Platt Ave. / PO Box 873
Eagle Point, OR 97524-0873
United States

Tel: 541-974-8554
Cell: 541-974-8554
Email: Mike101361@hotmail.com

OBJECTIVE
Corporate Pilot

LICENSES AND RATINGS

Airline Transport Pilot certificate #3169451
Multi-Engine (Land)
CE-560 XLS type rated Pilot in Command privileges
CE-500 type rated with Pilot in Command privileges
ATR 42/72 type rated with Pilot in Command privileges

Commercial Pilot certificate #3169451
Single engine (Land)

Current FAA First Class Medical certificate--
No Limitations

F.C.C. Radio Operators Permit

U.S. Dept. of The Interior / U.S. Forest Service
Airplane Qualification card
CASA 212-200 STOL Transport Aircraft
Endorsements: IFR / Multi-Engine / Low Level
(below 500ft AGL) in Mountainous Terrain,
Smoke-Jumper & Para-Cargo Operations.

Oregon-- Commercial Drivers License #2641891
Class: A / MPTX
Endorsements: M=Motorcycle / P=Passenger (Bus) /
T=Double & Triple Trailers
X=Combination Cargo Tanker w/ Hazardous Materials.

Current U.S.A. Passport #432839069
(expires Sept. 20th, 2017)

Known Traveler Number TT11FYH26

FLIGHT TIME

Total Time 7724

Total Time:	7,723.6 hrs
Single Engine:	2,578.7 hrs
Multi-Engine:	5,144.9 hrs
Day:	5,709.9 hrs
Night:	2,013.7 hrs
Instrument:	1,577.0 hrs
X-Country:	4,895.3 hrs
Turbine:	2,542.8 hrs
Alaska:	+1,800 hrs
Pilot-In-Command:	7,277.3 hrs
(as of June 2017)	

EMPLOYMENT INFORMATION

FlightTime Business Jets, Inc.

Aug 2015 - Feb 2017

XLS Captain and Chief Pilot

I was trained, and type rated in both the Cessna XLS (CE-560XL),
and the Citation Super S II (CE-550)
by Flight Safety Int'l-- San Antonio, Texas
FlightTime Business Jets was a Part 135
eligible on-demand Air Taxi (Charter) company
based in San Antonio, Texas
that flew throughout the United States,
Internationally in Canada, Mexico, and the Caribbean.
I am both ARGUS, and Wyvern approved.
I became their Chief Pilot in April of 2016.
FlightTime Business Jets was taken over by a company in Florida,
and ceased operations in early 2017.

Oregon LifeGuard / Classic Air Medical

Mar 2015 - Aug 2015

Life Flight Pilot (Fixed-wing)

I went to work at Oregon LifeGuards' newly opened Medford, Oregon base in March 2015-- I completed my training, and was assigned to fly the PC-12. Single Pilot / Part 135 / IFR / CAMTS certified Two weeks later-- Oregon LifeGuard closed their Medford base, and sent me to their Riverton, Wyoming base -- I spent two months at the (Classic Air Medical) Riverton base, and was then assigned to their Vernal, Utah base. After 4 months at the Vernal, UT base, Classic Air Medical was moving the Pilatus (yet again!) out to Craig, Colorado. The commute was getting more complex, and time consuming resulting in several days being added to BOTH ends of my shift(s)

Summit Air Ambulance, Inc.

Oct 2012 - Feb 2015

Life Flight Pilot (Fixed-wing)

Flying Emergency Life flight (Air Ambulance) missions in a PC-12/45 (CAMTS certified) Single Pilot / Part 135 / IFR / Mountainous region Company home base: Caldwell, ID. I was based in Reno, NV (I was the Lead Pilot) I left Summit because Classic Air Medical (Oregon LifeGuard) opened a new base in Medford, Oregon. (15 mins from my front door in Eagle Point, OR) I no longer had to travel to Reno, NV for my weekly shift.

American MedFlight, Inc.

Sept 2011 - Sept 2012

Life Flight Pilot (Fixed-wing)

Flying a Piper Cheyenne II (PA-31T) on Emergency Life Flight missions. I was a contract pilot, based in Ely, NV The type of flying we performed was Single Pilot / Part 135 / Multi-engine / IFR-- CAMTS certified Emergency Air Ambulance type operations in (remote) Mountainous areas. I left American MedFlight to work for Summit Air Ambulance.

Western Air Charter, LLC

Nov 2009 - Aug 2011

Charter Pilot-- Cessna 340/421/ King Air C90

Flying Cessna 340, 421 Golden Eagle, and King Air C90 on executive charter flights. I was based in Medford, Oregon. We conducted Single pilot / Part 135 Air Taxi / Multi-engine / IFR operations. Mr. Ed Johnson (the owner/operator) got a terminal illness, and passed away-- causing the company to cease operations.

Critical Air Medicine, Inc.

Sept 2008 - Oct 2009

Life Flight Pilot (Fixed-wing)

Flying a Cessna 421 Golden Eagle II on
Emergency Life Flight missions.
I was a contract pilot based in San Diego, CA.
We conducted Single Pilot / Part 135 / Multi-engine /
IFR--Emergency Air Ambulance type operations.

Bighorn Airways, Inc.

Feb 2008 - Aug 2008

CASA 212-200 (STOL) Pilot

I was co-piloting a CASA 212-200 STOL Transport
aircraft in support of The Alaska Forest Service, and
The Alaska Smoke-Jumpers.
We conducted both Smoke-Jumper
& Para-Cargo type operations.
We were based in Fairbanks, Alaska at Fort Wainwright.
The job was seasonal--
(the 2008 (Summer) fire season)
The type of missions was responding to remote
forest fires-- dropping Smoke-Jumpers,
and their supplies (Para-Cargo).
The type of flying we conducted was extreme--
Flying very low (often below 500 ft AGL)
in Mountainous terrain....
landing in very remote areas--
on & off very short tundra strips.

Emergency AirLift Inc.

Jun 2006 - Oct 2007

Life Flight Pilot (Fixed-wing)

Flying The Rockwell 690B Turbo Commander on
Emergency Life Flight Missions.
I was a contract pilot based in both North Bend, OR and
Yerington, NV.
The type of operations we conducted was Single Pilot,
Part 135 / Multi-engine / IFR / Emergency Air Ambulance.
I received flight training (690B Turbo Commander) at
Flight Safety Int'l-- Houston, Texas

Del Norte Ambulance

Nov 2003 - May 2006

Life Flight Pilot (Fixed-wing)

Flying a Cessna 421 Golden Eagle II on
Emergency Life Flight missions.
I was based in Crescent City, CA.
The type of operations we conducted was
Single Pilot / Part 135 / Multi-engine / IFR /
Emergency Air Ambulance.

Cape Air / Nantucket Airlines

Dec 2000 - Oct 2003

Line Captain (Pilot)

I was a Line Captain for Cape Air, both up on
the Cape of Massachusetts,
and down in the Caribbean. Flying the Cessna 402.
Full time, Single pilot / Part 135 / Multi-engine / IFR--
International Passenger operations.
While being based in Hyannis, MA (HYA) my schedule
was to fly back and forth to Nantucket, MA (ACK)
I would fly 12 times over, and 12 times back...so when
the weather was IMC,
I would routinely end up with 24 instrument approaches
a day. (usually all down to minimums, as was the
weather out on the cape)
Flying (internationally) down in the Caribbean, I learned
to work with both Customs & Immigration.

Air St. Thomas / Virgin Air Inc.

Jul 1998 - Dec 2000

Line Captain (Pilot)

I was a Line Captain for Air St. Thomas,
flying internationally throughout the Caribbean.
We were the only U.S. carrier
authorized to operate into & out of St. Barth's (TFFJ),
and Virgin Gorda in the B.V.I. (TUPW)
Flying the PA-23-250, and Cessna 402 aircraft
Full time-- Single pilot / Part 135 / Multi-engine / IFR--
International Passenger operations.
St. Barth's is considered a "Hazardous airport" under
ICAO standards.....
You will have to destabilize the approach to land there.
(Google / youtube can explain & show why St. Barth's is
a Hazardous airport)

Larry's Flying Service, Inc.

Dec 1996 - Jul 1998

Line Captain (Pilot)

Flying Cessna 172 / 206 / 207 / BN-2A-25
& PA-31 Navajo aircraft
out in Western (remote) Alaska.
Delivering food and supplies to Eskimo villages
throughout the Yukon-Kuskokwim delta, as well as
those in NorthWestern Alaska--
Nome and Kotzebue
(Company bases in Fairbanks & Bethel, Alaska)
Full time / Single pilot / Part 135 / BOTH Single
& Multi-engine aircraft / IFR / Remote Alaska.

EDUCATION, AWARDS AND ACHIEVEMENTS

Embry-Riddle Aeronautical University Sept. 1995 - Dec.1999
F.E. Warren A.F.B. / Cheyenne, Wyoming
(Extended campus)
Major: Professional Aeronautics
Minor: Aviation Safety--
Aircraft Accident Investigation

Metropolitan State College April 1981 - Aug. 1984
Denver, Colorado
Major: Aerospace Science
Minor: Meteorology

ADDITIONAL SKILLS

Department of Transportation
Federal Aviation Administration
Pilot Proficiency Award(s) (Phases I thru X)

Flight Safety Int'l-- San Antonio, Texas
Typed in both the CE-560 XLS, and
the CE-500 series aircraft.
(Aug. 2015) Pro card awarded
ARGUS and Wyvern approved

Flight Safety Int'l-- Houston, Texas
ATR 42/72

PC-12/45 Flight training at
Classic Air Medical / Oregon LifeGuard Mar. 2015 and
Summit Air Ambulance Oct. 2012

Certificate of Training-- Piper Cheyenne II (PA-31T)
Border Aviation for American MedFlight (Sept 2011)

Flight Safety Int'l-- Houston, Texas
690B Turbo Commander
(June 2006) Pro Card awarded.

Certificate of Achievement
DC Special Flight Rules Area (October 2015)

Certificate of Achievement
Handling InFlight Emergencies (December 1993)

PERSONAL INFORMATION

There is so much more to a person than just a resume can convey.....

Their attitude, their standards, their willingness to get the job done right, (the first time) can not be shown with just a few words on a resume--nor, do I believe that total flight hours tell you what kind of pilot that person is.

Living and Flying in Western (remote) Alaska

on & off very short tundra strips,

often in EXTREME weather conditions,

provided a unique learning experience,

that did not leave a lot of room for mistakes.

I have been trained, and certified for flight at low level (below 500 ft AGL) in Mountainous terrain.

I will always strive to do my best.

Sincerely,

Lloyd Sharp