Dear Hiring Manger,

I am current in the King Air BE-90 configured as an air ambulance with 560 total and 230 hours PIC. The Company I work for operates this as a Dual crew with 2 ATP captains up front. I fly primary in the Pacific Northwest and California. A good amount of this flight time is IMC at night, mountainous terrain, and winter operations.

I am PIC type rated in the Citation Ultra, but not current. I have also been a SIC Typed First Officer in Citation Ultra and the Citation II before becoming a Captain. During previous summers, I worked as an Air Attack Pilot for 4 fire seasons. In this duty, I flew for the Forest Service and BLM looking for wild fires. This was flown in an AC-50.

I started at Mercy Flights in 2014 as Line Pilot in Medford Oregon and enjoy flying air ambulance. This has been truly rewarding and challenging. I have always strived to better my career, as I always make an effort to move up through the ranks. At my previous company, I was a Captain in the Citation Ultra until 2013 and a Company Flight Instructor for the AC-50. From 2005 to 2007, I was flight instructor and manger at the flight school, then became a Chief Flight Instructor for that operation. In 2007, I gained my first type rating in the Cessna Citation 500 series as an SIC in 2007. I upgraded to Captain in the Citation when I had the chance in 2011.

I am a current ATP Multi-Engine Pilot having completed my 135.293,297, recurrent check ride in Feb 2016In the King Air. For the Ultra, I was last current in Oct. 2013. I received my ATP Multi rating in February 2010. In October 2011, I received my PIC type rating in the Citation Ultra. I have over 390 hours PIC/ 890 SIC in the C560 Citation 500 series, with most of that time in the Ultra.

In my pre-pilot career, I was a Crop Advisor for Western Farm Services 1997 through 2001. My customers were Potato Farmers in South East Idaho. I advised and sold my customers on fertilizer and chemicals needed for their crops. From 2002 to 2005, I was a Potato Research Aid for a Potato Extension Specialist at the University Of Idaho in Idaho Falls. We specialized in fertilizer placement research for potato and beet production.

Thank you for your time and consideration. I look forward to a meeting with you, so that we may discuss my potential contributions to your company. Please let me know if I can provide any additional information.

Sincerely,

Stacy Funk

[stacflying@gmail.com](mailto:stacflying@gmail.com) 208-339-4842

**OBJECTIVE**

Continue career as a Professional Pilot

**LICENSES AND RATINGS**

FAA Airline Transport Pilot - Airplane Land ME

Type rating – PIC Citation 500 Series, Current in Ultra

FAA Flight Instructor - Airplane CFI, CFII, MEI

FAA First Class Medical

Current 135 - 293,297,299 in BE-90

Radio License

U.S. Passport

**FLIGHT TIME**

**Total Time -** 4700

Total PIC - 3500

Total Multi - 2800

Total Single - 1718

Citation Ultra –PIC 380, SIC 870

King Air- 560

Aero Commander - 741

**EMPLOYMENT INFORMATION**

**Mercy Flights –** Jan 2014 to Present

135 Line Pilot for air ambulance operations.

**AvCenter - Dec** 2005 to 2013

135 Charter Pilot for 6.5 years

Company Flight instructor 3 years

135 Type -Rated Citation 500 series 4 years

135 rated for AC-50, Air Attack Pilot for Forest Service and BLM 4years

Past Chief Flight Instructor and Manager for flight school 2 years

CFI, CFII, MEI 8 years

**University Of Idaho Extension Service** - 2002 to July 2005

Research aid for Potato Extension Specialist

Duties include field trial set up and maintaining, data collection, laboratory analysis and green house experiments.

**EDUCATION, ACTIVITIES**

BS in Plant Science from University Of Idaho

Most Productive CFI 2007 at AvCenter

Non-smoker

Enjoy Gardening, Camping, Hiking, Biking, and Skiing

I have a 1973 Mach 1 Mustang and a 1958 Bel-Air that I work on and drive both.