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Scott Erickson

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| Objective | Challenging Aviation Position |
| FAA Certificates | **AIRLINE TRANSPORT PILOT MULTIENGINE LAND** EMB-500, EMB-505, SJ-30S, CE-500, CE-510S, CE-525S, CE-560XL, CE-680, CE-750, LR-60, LR-JET, DA-10, B-727, B-737, DC-9, CVA-340, CVA-440, AV-L29, Commercial privileges single engine land & sea **FAA FIRST CLASS MEDICAL NO RESTRICTIONS:** CONTINOUSLY HELD FOR 50 YEARS (every 12 months or less)**CERTIFIED FLIGHT INSTRUCTOR** - INSTRUMENT, SINGLE AND MULTIENGINE (actively and continuously held for over 50 years)**AIRFRAME & POWERPLANT MECHANIC +** INSPECTION AUTHORIZATION**FLIGHT ENGINEER** B-727 TURBOJET POWERED**GROUND INSTRUCTOR** ADVANCED & INSTRUMENT |
| Flight Experience (hours) | FLIGHT HOURS: TOTAL = 17,000+, JET = 12,000+, EMB-505 = 1100, C-680 = 260, C-750 = 220, LR-JET = 2,000+, FAR 121 = 5000+  |
| Work experience | 2009 to present: Contract pilot and mechanic services in various business jets, with a few regular families / customers. Provided management and sales acquisition services when requested. Always active in aircraft maintenance and flight instruction including various high performance mentoring stints as well as advanced jet and propeller aerobatics.December 2011 to December 2017: Big Red Aviation an air transportation company serving the travel needs of a Nebraska family in Embraer Phenom, Cessna Citation and Syberjet SJ-30 aircraft throughout North America. Duties and responsibilities included aircraft acquisition and management, hangar design, construction and management, aircraft maintenance, budgets, fuel supply negotiations, ground service equipment acquisition, service and repair.February 2007 to March 2009: Future Holdings, a property development organization based in Ireland. Aviation manager. Responsibilities included Pilot in command on Citation Excel and Citation II business jets. Performed and / or managed all maintenance on aircraft and ground support equipment. Additional responsibilities extended to aircraft selection and acquisition, department budgets, and included everything that is part of an independent, highly efficient, extremely capable private European VIP business jet operation. April 2005 to February 2007: Fun Air Corp (serving the travel needs of a private family) My duties included Pilot in command on a Tel Aviv based B737NG/BBJ and Citation Bravo, providing my employers with worldwide transportation. I performed routine maintenance on both aircraft, and a huge amount of multitasking necessary to provide a safe, comfortable, reliable and efficient VIP service for our principles.April 2003 to April 2005: Big Blue Express, an Omaha, Nebraska company serving the private transportation needs of a successful entrepreneur. Managed the flight and maintenance operations of the company Citation SII. I provided a wide variety of aviation services in this position, creating a small, but highly efficient and capable flight operation. I was able to maintain highest quality flight operation with substantial cost savings.May 2000 to April 2002: Access Air, I served as pilot in command on B-737 in scheduled FAR 121 airline service to New York and Los Angeles. Company ceased operations.November 1991 to 2003: Aviat Aircraft, manufacturers of the Pitts Special aerobatic aircraft and Husky A-1 utility aircraft. I was Aviat’s top performing dealer for both aircraft types. I provided necessary flight training for my customers (successful, talented people, but beginners in the ultra high performance aerobatic and bush/STOL aircraft that I was selling them) and achieved a perfect safety record with this very high risk group. May 1985 to November 1991: Midway Airlines. Flew DC-9 in scheduled FAR 121 airline passenger service throughout the United States. Captain from 1987 to 1991. Midway ceased operations in late 1991.March 1983 to May 1985: Evergreen International Airlines. B-727 UPS + Government contractor. Upgraded to B-727 Captain in two months on merit. Left Evergreen because of preference to work in passenger operations.1977 to 1983 Corporate Pilot on Learjet, Citation, Falcon 10 business jets. Always have been involved in maintenance, at least on a management level, with both cost and safety benefits.  |
| Personal |  Birth date: February 1, 1953. Excellent health, non-smoker |
| References | John Garred 712-420-0482 (AME, Pitts customer, pilot)Fred McNulty 954-999-3330 (chief pilot at Fun Air, B737/BBJ)Chris Johnson +1 605-343-7686 (pro pilot I have known for 30 years)Owen Denis +353 87 225 5285 or +44 75 1528 2758, Aviation consultant, highly regarded in Irish business aviation. |