Kenneth F. Holt (Ken)

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**EDUCATION:** Associates in Aviation Maintenance Technology from Eastern New Mexico University. (1988-1990)

**RATINGS:** FAA Airline Transport Pilot Multi-engine land, FAA Commercial Single-engine land, Instrument, FAA Flight Instructor Single-engine, Multi-engine and Instrument. English Proficiency Endorsement. Airframe & Powerplant Mechanic/Engineer since 1990. Inspection Authorization from 1993 to 2006

**FLIGHT EXPERIENCE:**

Total Time-**7688** Total PIC-**6443** Cross Country-**6430** Multiengine-**6194** Turbine-**5561**  Turbojet-**5353** Turbine MEL(PIC)-**4480** Turbojet(PIC)-**4330** Part 135 Turbojet--**2000+** IFR Actual-**1156** Instructor-**1195**  Night-**1606** International Ops (PIC)-**1600+** HS125 (PIC)-**1500**  Hawker 1000 (PIC)-**540** CL600/601 (PIC)-**1000** CL604/605 (PIC)-**780** BBD700 -**100** BE400 (PIC)-**500** BE300/350 (SIC)-**50** BE90/100/200 (PIC)-**150**  CL600/601 (SIC)-**325** LR25/35/55 (SIC)-**500**  Falcon 50 (SIC)-**75**  CE500/650 (SIC)-**25** Twin Cessna 300/400 series (PIC)-**520**

**TYPE RATINGS:** BBD700 Global Express, Challenger 604/605, Challenger CL600/601, HS125, Hawker 1000, BE400 Beechjet, MU300

* Part 91 PIC 61.58 recurrent in the Challenger 604/605 at CAE Dubai, Emirates Training Center OCT 2014
* Active instructor, OCT 2013 renewal CFI/CFII/MEI for 17 years with 12 years of experience as a turbojet IOE training captain
* Turbojet IOE training captain experience in BE400, BAe125, HS125, CL601 and CL605
* Previously held Egyptian, German and Bermuda ATP validations in 2006, 2007 and 2009 through 2014
* Current Yellow Fever vaccination received in December 2012
* 3000+ hours of glass cockpit time including advanced automation, Auto-throttles, HUD-EVS, EFIS/EICAS/MFD/FMS/PFD experience with Collins, Honeywell, Universal, Garmin and Bendix King products. Proline II, 4, 21. Honeywell Spz800, Primus 1000, 2000/XP experience
* International Procedures and RVSM recurrent at CAE Simuflite DFW in December 2013
* FCC restricted radio telephone license issued 1987
* ADS-B, CPDLC Link 2000+, Cold Weather Operations, GPS, WAAS/LPV, RNP, MNPS, B-RNAV, P-RNAV, Fatigue Risk Management, High Altitude Weather and Aerodynamics, CL604/605 Steep Approach training through Bombardier Training February 2014
* No Incidents, accidents, violations or investigations with clean DMV, FBI and PRIA records
* Dual USA issued passports with multi-entry Brazilian (10 year) and multi-entry Chinese (10 year) visas
* Non-smoker with First Class medical with no restrictions. 20/20 uncorrected vision
* Excellent Health, Married 25 years. Height 73”, Weight 225 LBS
* International, oceanic and mountain PIC experience in 65+ countries on 6 continents with 1600+ hours of world-wide flying including the USA, Canada, Mexico, Venezuela, Costa Rica, Columbia, Caribbean, Bermuda, British West Indies, Dominican Republic, Puerto Rico, Western/Eastern Europe, Russia, Iceland, U.K., Africa, Egypt, Kenya, Middle East, Israel, Saudi Arabia, Lebanon, Cyprus, Turkey, Kuwait, Qatar, UAE, Far East, Maldives, Sri Lanka, India, Asia, Indonesia, Borneo, Singapore, Thailand, Vietnam, Cambodia, Myanmar, Malaysia, China, Kazakhstan, Hong Kong, Taiwan, Korea, Japan and Oceania
* Have worked international contracts as a Chief Pilot, Lead Captain, PIC, IOE training captain and consultant based in Venezuela, Egypt, Germany, Hungary, Lebanon and Malaysia. Been living in Kuala Lumpur, Malaysia since Aug 31st, 2012
* 11 years of full time maintenance experience in Part 91/121/135/145 operations. R&D Experimental and production flight test avionics and Liaison Electrical Engineer with Bombardier Learjet in Wichita, Kansas on the LR-45 program during certification (1995-1998). (See details for maintenance summary on page 3)
* 16 years of VIP, corporate and Part 135 flying experience with 2000+ hours in Part 135 jet operations
* 4 years of experience as an Aviation Manager/Director of Operations/Chief Pilot with the initial setup of three flight departments in Part 91 and 135 operations addressing CRM, SOP’s, LOA’s, aircraft pre-purchase and acquisition.

**EMPLOYMENT:**

**K5 AVIATION SERVICES AND CONSULTING (OCT 1999 TO PRESENT)** In my third year on contract after returning overseas on August 31st, 2012 to Southeast Asia after the third request from the principle, VIP client flying a CL601 and brand new CL605 as a PIC/Consultant/IOE training captain for the flight department (DBA The Pan-Asia Group) that I set up in 2009 as their Chief Pilot. From December 2008 to July 2009, I was under contract operating a CL601 as the chief pilot/consultant involved in setting up a start-up flight department in Kuala Lumpur, Malaysia with world-wide operations (Pan-Asia Group). From July 2009 to April 2010, March 2007 to October 2007 and April 2003 to December 2003 were spent as a full time contract pilot/technical consultant performing Part 91/135 domestic and international contract pilot, operations and maintenance consulting on all models of the HS125, Hawker 1000, Challenger 600/601/604/ 605, BE400 Beechjet, BE90/100/200, Twin Cessna 300/400 and other various aircraft. Feb 2010 to Feb 2012 provided pilot, operational and maintenance management services for a Cessna 414/421 client in the Mid-west USA.

**PARADOX INTERNATIONAL (MAR 2012 TO SEPT 2012)** On contract as a Part 91/135 domestic and international captain on a BD700 Global Express. Contract went to part-time. I was paid a 1 month severance from the company and pursued other opportunities.

**DELTA PRIVATE JETS (APR 2010 TO FEB 2012)** Commercial Non-scheduled Part 135 International and domestic Challenger 601 Lead Captain operating with world-wide operational specifications responsible for crew schedules, IOE, CRM and Standardization training, safety of flight, airworthiness acceptance of aircraft, international and domestic trip planning and representing company to the Argus Platinum level. My aircraft sold and too stay with the company required a substantial pay-cut too move into smaller equipment, so I pursued other opportunities.

**PEGASUS ELITE AVIATION (NOV 2007 TO DEC 2008)** Performing Part 91/135 line captain and IOE, CRM, Standardization training captain duties on a BAE125-1000 (Hawker 1000) including international, domestic trip and flight planning. Resigned from the company to pursue an international opportunity with indications of pending lay-offs due to the slow-down in the economy.

**RVR AVIATION LLC (SEPT 2005 TO MAR 2007)** Chief Pilot in a start-up Part 135 operation responsible for certificate setup, training oversight, SOP setup, IOE, CRM and Standardization. Did proving runs with FAA in Oct 2005 in a BE400A Beechjet. Part 135 company operating a BE200, BE350, BE400 and Falcon 50. Furloughed due to the sale of the BE200 and BE400.

**ATRIUM COMPANIES (JAN 2004 TO SEPT 2005)** Director of Operations/Aviation Manager in a Part 91 flight department operating a HS125-400A-731 Hawker. This was a start-up flight department that had no previous history of owning and operating a corporate jet. Operated a Hawker 800A (March to June 2005) on a 90 day lease which I negotiated and implemented to meet our flying needs while our main aircraft was down for avionics upgrades and other maintenance. Responsible for initial flight department setup including negotiating hangar lease, office space, fuel accounts, aircraft budget, maintenance and flight operations. Resigned due to CEO changes and companies uncertainty on keeping the aircraft and pursuing other opportunities.

**373 TRADING CORPORTATION (DEC 2000 TO APR 2003)** Performing Part 91 corporate line co-captain duties on a HS125 Hawker and Challenger 600/601. Furloughed due to downsizing and was given a 4 month severance.

**ARLINGTON JET CHARTER (OCT 1999 TO DEC 2000)** First officer on Learjet 25/35’s and Captain on Kingair 100/200 in Part 135 operations. Also worked in maintenance on Kingairs, Learjet 25/35 and Sabre 80. I was offered a Director of Maintenance position by the company which I declined. Resigned from company to pursue a better opportunity

 **(See page 3 for detailed maintenance, avionics and engineering experience summary)**

**SUMMARY OF HEAVY MAINTENANCE, ENGINEERING AND AVIONICS EXPERIENCE (1990-2000)**

I worked on many aircraft types throughout my career as an A&P mechanic, inspector, avionics technician and Liaison Electrical Engineer. This is a summary of that time frame prior to my pursuing full time flying in corporate aviation. I spent 1500+ hours as a maintenance crew chief on DC10-30, B727 and DC-9’s. (This time is NOT reflected in my total time) I held engine run and taxi authorizations for the DC10, B727 and DC9(MD80) as well as RII (Require inspection item) and avionics authority for all three aircraft. Held IA (Inspection Authority) from 1993 to 2006. My heavy and line maintenance background included the DC-8-72/73, DC-9/MD-80, DC-10, MD-11, B727, B737/BBJ (All Models), B747-400, B777, C-141 Starlifter, C-130 Hercules, E3 Awacs, P-3 Orion which included everything from engine runs to heavy C & D checks and heavy inspections, system troubleshooting, flight control rigging, aircraft servicing, towing, pre-flight, post-flight and preservation inspections. Turbofan/jet engine line maintenance and inspection experience with CFM56, CF6-50 and JT8/JT9 series engines. I flew as a DC10 flight mechanic on all domestic and international flights responsible for all maintenance away from home base along with releasing the aircraft prior to departure under Part 121 operations with Express One International Airlines.

On the corporate aviation maintenance side, I spent 1 year on contract working in a turbine engine overhaul shop working with the TFE731, ATF3-6, CF34, ALF502 and PT6 engines in hot section inspections, repair, engine removal and replacement, engine trimming and rigging. On the airframe side, I have experience on the Challenger 600/601, Gulfstream II/III/IV, Falcon 10/50/200/900, Hawkers, CE500/650, Learjets 25/35/45/55, Sabreliner, Kingairs, single and twin Cessna, Beechcraft, Mooney and Piper airframes/engines on everything from routine, phase, annuals and calendar inspections to non-routine discrepancies that we dealt with on a regular basis and post maintenance acceptance flights in many cases. This was both in a Part 91, 135 and 145 operations. Attended Hawker 700 maintenance recurrent in May 2005 at CAE, Dallas Texas.

From 1995 to 1998 was a dedicated contract for Bombardier Learjet in Wichita, Kansas on the Lear 45 program. I was hired as an A&P mechanic, but within a week moved over to the avionics side on the main production line where I performed all the functional checks for the aircraft coming off the production line that were moving into flight status. Being one of the first technicians/engineers to be qualified for engine runs, taxiing and helping to train other personnel and at the request of upper management I started coordinating with design engineers on functional testing procedures for avionics mechanical systems/rigging and soon started working with the engineering department on helping to write, review and approve the procedures that would eventually become the first revision of the maintenance manuals and avionics troubleshooting manuals. By the 3rd quarter of 1996, I was offered a Liaison Electrical Engineer position that was created for me to work closer with the engineering department in the experimental flight test operations on the first 3 test article aircraft that eventually grew to 5 aircraft that were involved in the flight testing and certification program for the Lear 45. I was given red line authority to make wiring diagram and blueprint changes on the maintenance floor while various modifications were made to the aircraft for various flight testing parameters. I worked directly with the technicians and engineers on issues that came up during all phases of flight testing. In 2007, Bombardier upper management contacted me and requested that I return to Bombardier Learjet to work on the Challenger 300 program; however, I declined their offer.

**EXCELLENT REFERENCES AVAILABLE ON REQUEST**