

To Whom It May Concern:

My name is Nathan Dunkley and I look forward to the opportunity to work for your company. I believe I would make a great addition to your team due to my previous flight as well as aircraft maintenance experience and training. As I reflect back on my career in aviation I can say some of my most enjoyable and self-fulfilling times were while working both as a Pilot and Mechanic. I have served in these two positions while working for Utah State University, Dynamic aviation and now VDCI. While flying for Dynamic I primarily focused on flying low level in the remote tundra of Canada as well as bug disbursement over the LAX basin. Flying low level in both mountainous and non-mountainous terrain using an AgNav system was both challenging and exciting. During my time at Dynamic I was able to acquire 500 hrs. of AgNav experience of which 319 hrs. were flown from 100-200 ft AGL. I was flying various shapes in the tundra using this system and had a spectacular reputation for producing great data by flying the line with precision. That in conjunction with my commercial aviation career being based in SLC, and flying heavily in the mountain west for many years, have helped me understand the precautions and respect that needs to be given while flying in and near mountainous terrain. During my flying career I have had to use and reflect back on my mechanical training many times. On numerous occasions my experience has helped reduce maintenance costs to my employers through early detection of mechanical issues associated with older and hardworking commercial aircraft. While flying for Dynamic aviation we had a large number of aircraft outfitted as lead planes for firefighting, spray planes, and aerial survey. I was slated to start spray training but (due to family events) took the opportunity to fly for SkyWest Airlines where I was based in SLC. As a First Officer I spend my time primarily flying in the mountain west. Once I upgraded to captain we moved to MSP where I was promoted to Line Check Airman shortly thereafter. While working as a Checkairman I enjoyed training new pilots to fly into uncontrolled airports in challenging winter conditions associated with the upper Midwest. After ten plus years at SkyWest I accepted a position with Delta Air Lines in 2017 where I am currently employed and fly the Airbus 320. Due to COVID-19, I find myself seeking employment due to imminent furlough.

As I have read through this cover letter during preparation I've tried to put myself in the shoes of those whose desk or screen this may come across. You can see from my resume I have focused my career as a commercial transport pilot however the skills and attributes I have acquired over my 20 years of flying will certainly be beneficial to your company. My sole responsibility and focus have always been to fly and maintain (when allowed) my assigned aircraft safely, and in the manner my employers dictate. I have an unblemished ATP as well as A&P licenses, an exceptional track record with my employers, and I show up every day ready to work. I'm no stranger to hard work and the hours associated in the agricultural field with 1-year previous experience working as a ranch hand for Baker Ranches in Nevada. I am currently working as an A&P on Navaho's, Chieftains, and an AT-502B in addition to flying for Delta. To ready myself for your operation now, or for the future 2021 spray season I am willing to attend an ag flight school of your choosing if necessary for insurance purposes. Willing to attend Air Tractor/Thrush maintenance training if necessary and willing to position myself on or near your base. All I ask is that if I commit to any or all of these financial sacrifices I be offered a secure position prior. I have always been proud of the places I have worked in the past and have truly enjoyed those I have worked with and hope you will consider me for any future available positions. Please feel free to contact me via phone, email or text to set up a meeting/visit to your operation.

Nathan Richard Dunkley

2393 W 2650 N Clinton, UT 84015.

Cell: 801-696-5720

nathanrdunkley@gmail.com

EXPERIENCE: **Hrs: Total Time 10,115, Jet 8400, Twin Turbo Prop 608 (KingAir), 500 AgNav, 300+ Low level mountainous, 105 tailwheel (Super Cub)**

Vector Disease Control Intl. Ogden, UT
A&P Mechanic June 2020 to Present

Routine and scheduled maintenance on Piper Chieftains, Aztecs, Cessna 188, AT-502B. Complete 50, 100 hr. and assist with annual inspections to include making sure AD's are complied with. Cylinder, motor, and prop changes as they come up during the spray season. Troubleshoot squawks as they arise. Trained in the use of ATP Aviation Hub for maintenance manuals.

Delta Air Lines-- Salt Lake City, UT
First Officer September 2017 to Present

Support Captain in duties pertaining to piloting of Commercial Airbus A-320
Vigilant compliance with company updates and standards. Maintain the Delta servant leadership culture as I interact with customers and crewmembers. Ensure proper communication between Captain, Ramp crews, Flight leaders and Company during IROP situations as well as day to day operations.

SkyWest Airlines-- Minneapolis, MN
Line Check Airman January 2007 to August 2017
CL-65

Set and maintain the highest level of professionalism and leadership. Promote and practice standardization in all operating procedures. Ensure SkyWest maintains its industry leading safety culture that strives for perfection through standardization. Maintain a vigilant knowledge of changes in company manuals and verify crews have a fundamental knowledge of changes. Training conducted IOE, OOE, SLF.

Dynamic Aviation-- Bridgewater, VA
Captain February 2006 to January 2007

A&P Mechanic
BE-90, BE-200

Upgraded to captain in a very short time frame on both aircraft
Captain/ A&P on remote contracts (Canadian Tundra)
Trained new pilots on low level geophysical survey flying at 100-200 ft AGL
Worked away from base for 9 months with no requested time off
Completed all mechanical phase inspections allowed off site
Acquired 500 hrs. AgNav lightbar experience
319 hrs. low level flying in mountainous terrain

Utah State University – Logan, UT
Certified Flight Instructor August 2003 to February 2006
A&P Mechanic

Responsible for eight to ten full time flight students
Increased students and program success by demanding a higher level of learning and by developing and implementing a Personal Training Standards program

Aircraft Mechanic September 2004 to Present
VDCI-- Piper Chieftains, Aztecs, Cessna 188, Air Tractor 502B
Dynamic Aviation--BE-90, BE-200
USU—Piper Arrow, Beech Travel Air, Cessna 152, 172, 182

Education: Graduated Utah State University 2005
Bachelor Degree in Flight Technology
Associates in Aircraft Maintenance Technician
Minor Business Management
Utah State University Dean's list- Fall 2002, Spring 2003, Fall 2003

Extra-Curricular: Helped organize, fund and participated in 4 Humanitarian trips to Dominican Republic and
Guatemala (Agriculture chicken project, medical, home building, school supply and clothing
projects)