

PHIL NIMMO



AVIATION PROFESSIONAL

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FAA ATP (Type LR-Jet, Be-1900D), CFI, CFII, MEI

Today Phil has been flying for more than 38 years, has accumulated more than 16,000 hours and has been actively instructing since the mid 1980's. Over this time, he has gained experience as a Line Pilot, Instructor Pilot and Check Airman in both Part 135 Charter and Air Ambulance operations as well as Part 121 passenger operations.

Phil was born into a family with a plane, he grew up in the right seat of a Cessna 175, Piper Comanche and spent many years and thousands of flight hours touring the continent with the family in a Piper Apache. Yes, the whole country; Florida, Maine, California, and Alaska (okay the Apache did not take us to Hawaii). Phil often recounts a story of those early years when his father would tell people that "Phil had become very proficient flying on instruments by age 5, because he was too short to see beyond the panel!"

For many young people, the freedom of heading off to college means getting into trouble and mischief, but for Phil it meant an opportunity to start a business (well, and some of that other stuff too). As a college freshmen Phil took the lead role as President of the Michigan Technological University Flying club; a group of enthusiasts who talked and dreamed of flying but never really did it. At the first club meeting of the academic year; Phil boldly announced we will buy a plane, hire an instructor and we will all get a private pilot license. And yes, they did. With the plane suffering from an intense overload of student use and increasing maintenance bills there was only one logical solution – more planes. The University advisors said No, so Phil incorporated and started an independent flight school. This became the first of many such endeavors and flight schools to come.

Immediately upon graduating college there were only two goals ahead for Phil; get a real job and buy another plane. Buying a Piper Arrow took no longer than securing an Engineering position with General Motors. With unrestricted access to the Arrow, it was only a matter of months before the Private Pilot license became, Instrument, Commercial, CFI and CFII. While working a developing Engineering career Phil put his new credentials to work by starting another Flight School. The Arrow and a Cessna 150 put the evening and weekend operation in business. Demand for multi engine training meant only one thing, a MEI credential, and a D95A Travel Air to add to the fleet.

After a good run, the flight school business was starting to slow down and eventually seemed impractical to continue. No worries, this was a good time for Phil to begin branching out with newly formed relationships. Now actively transporting and training new buyers for an active broker, Phil quickly gained experience in nearly every common type of GA aircraft available. In addition, a local acquaintance was branching out to start an Air Charter business and needed qualified pilots for an A90 King Air, B100 King Air and Cessna 310. A great fit and an excellent opportunity. Charter flying in that small start-up led quickly to a full-time position on the line with the largest all turbine 135 fleet in the state of Wisconsin, at that time. Flying King Airs and Lear Jets, Phil took on the role of Director of Training and later Director of Operations for the business which provided significant business travel and Air Ambulance flights. From DO, Instructor and Check Airman on numerous aircraft types in this business the Airline bug soon bit, and another move was afoot.

An easy sidestep to the local commuter as Line Captain, Instructor and Check Airman on the Beech 1900D. Later this transitioned to a move flying Boeing 737 passenger operations. Unfortunately, that company did not have the financial strength to weather the economics of Aviation at that time. Which meant another move for Phil, a new consulting business and more than a decade in the world of Business and Corporate Aviation. Mooneys, Barons, twin Cessnas, Cheyenne, Meridian, new King Air, and an ongoing list of more modern aircraft became the trend of the time. Ready to slow down a bit and move out of the fast-paced big

city life, Phil made the Move to the mountains here in Bishop. From his home in Bishop Phil can enjoy the peaceful environment for his daily life and regular long distance runs in the mountains. The career choice was obvious and the opportunity to fly for Sierra Life Flight has been a perfect fit.

Now, the Bishop / East Sierra Flying Club is the latest move to help introduce others to Aviation and ensure the opportunities for qualified aviators to enjoy the region from a whole new perspective.