CURRICULUM VITA

Jimmy R. Kimberly

Lecturer

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EDUCATION:

MA: Human Resources Management

Pepperdine University, 1976

BS: Bachelor of Science, Forestry Louisiana State University, 1967

MILITARY EDUCATION:

Graduate: Air War College: Specialization: Leadership, Management, Maxwell AFB, And AL.1981

Graduate: Air Command and Staff College, Specialization: Leadership,

Management, Maxwell AFB, AL, 1977.

Graduate: Squadron Officers School. Specialization: Leadership, Management, Maxwell AFB, AL, 1975

# PROFESSIONAL RATINGS/QUALIFICATIONS

Type Certificate Qualified on B 737-300/200 Aircraft- 1997

First Officer Qualified on Airbus 320 Aircraft-1991

Type Certificate Qualified on de Havilland-8 Twin Engine Aircraft - 1989

Certified Flight Instructor-Airplane, Federal Aviation Administration (FAA), 1978.

Certified Flight Instructor-Instrument Airplane, FAA, 1978.

Certified Ground Instructor-Advanced & Instrument, FAA, 1978

ATP Pilot Certificate, FAA- 1979-Single engine land, Multi-Engine land and Single Engine Sea-1979

Jet Pilot Qualified, United States Air Force, 1969

Instrument Pilot, FAA, 1969

Commercial Pilot Airplane Multiengine (centerline thrust), Land, FAA, 1969.

**ACADEMIC EXPERIENCE**

**Faculty Associate** during the **spring 2006** semester. Position was in the Aeronautical Management Technology (AMT) Department. During this time taught the following classes:

**AMT 287 Course**. Aircraft Power Plants-Reciprocating Engines and Turbojet Engines, 4 credit hours. Two lectures each week and two laboratories. The power plants course has two 3 hour lab session each week and supervised student lab intern. Restructured the class to provide more appropriate lesson plans and course lecture materials to make the class a more valued educational experience for professional flight majors. These actions were more inline toward industry standards for modern airline pilots. Instituted field trips toward the end of the term to local airline engine shops so students could study actual airline jet engines in use by major airlines. Additionally begin using all the reciprocating engines and turbine engine cut-aways available in the lab to provide even more hands on training for the students. Additionally I organized and cleaned up the Powerplants laboratory facilities to make it a facility that brings credit on the department. Now tour groups routinely visit the laboratory.

**AMT 214** Commercial Pilot Ground School, 3 credit hours. This course was a co- requisite for students who are undergoing commercial pilot flying training. This course provides the knowledge base for the flight training.

**AMT 494** Senior Level Course, 1 Credit hour. This course provided for thoughtful discussions and writings by senior students on current issues in the airline industry.

**Faculty Associate- summer semester 2006**. Provided classroom lectures and lab support for **AMT 322** Instrument Ground School, 3 credit hours plus a laboratory.  
This course is necessary to provide the knowledge base for our students to obtain the FAA instrument rating and to support the instrument flight training. During this term I also provided orientation classes on turbojet engines for two separate groups of Airforce ROTC Cadet Summer Camps during both June and July. These ROTC events were voluntary and I was not paid by ASU.

**Lecturer on AMT staff, fall semester 2006-present**

Fall semester 2006. Provided classroom instruction for **AMT 100,200,300 and 400**.This represents 5 credit hours of course work. Planned and implemented a new method of using more experienced/senior flight students to mentor the private and commercial pilot students. Coordinated the subject matters, assigned the student instructors and coordinated academic credit for students who successfully completed the FAA checkrides for the Private, Commercial/Instrument, and Certificated Flight Instructor/Instrument Instructor and Multi-engine ratings. Coordinated the agenda for and hosted guest speakers to attend the Departmental/Flight Safety Meetings each month and expose ASU students to professionals who are currently working in the industry. These speakers provided informative lectures on current safety topics involving different aspects of the airline industry. Developed in coordination with other staff members a more empirical methodology for measuring the progress of flight students as they progress in the flying training programs. This resulted in better monitoring of the 30 month time- line for students to complete all the flight training requirements.

Provided class room lectures for **AMT 182**, private pilot ground school. 3 Credit hours. This course provides the fundamental knowledge and background to support the private pilot flight training during the student’s freshmen year.

**Spring semester 2007**. Provided classroom lectures and lab support in Flight Safety Classes 100,200,300 and 400. 5 credit hours. Provided classroom instruction and lab support for AMT 287, Aircraft Power Plants (four credit hours). Coordinated and hosted the monthly Departmental/Flight Safety Classes. As a member of the Flight Standards Committee I coordinated the bi-weekly Flight Evaluation and Trends Committee Meetings. Published the agenda and minutes of the meeting and coordinates for the students to appear before the committee.

Feb 07. Along with one other staff member participated in and set up AMT booth for the ASU Day at the State Capital. Assembled the department briefing materials, brochures and department banner and traveled to and set up the display on the State Capital grounds. The AMT programs available for students at the poly campus were discussed with various state legislators during the four hour session.

March 07. Along with one other staff member set up and manned a booth in the UND Hangar for the Mesa-Gateway Open House on a Saturday. Once again the department’s briefing materials and banners were displayed. The Open House attracted over 16,000 visitors from the surrounding metropolitan areas. Many of these visitors came by the ASU/AMT booth and their questions were answered about ASU as well as the flight training courses available.  
  
  
F**all semester 2007**. Provided Class room instruction for AMT 182, Private Pilot Ground School (3 credit hours) and Flight Safety 100,200,300 and 400 (five credit hours). Coordinated and hosted the monthly Departmental/Flight Safety Classes. Additionally, coordinated the bi-weekly Flight Evaluation and Trends Committee Meetings published the agenda and minutes and coordinated which students required attendance.

November 07. Departmental Flight Safety Meeting, during this particular meeting hosted/coordinated the Army ROTC personnel from the Tempe Campus. In addition to our normal flight safety topics the Army personnel discussed the many scholarships that were available from both the Active Army and Reserve Components. This event included food for everyone and concluded with a static display of Army Reserve Aircraft. As project officer coordinated Mesa-Gateways Airport support for the inbound military aircraft parking, flight line access, and fixed base operator support etc.

**Spring semester 2008**. Provided class room instruction for AMT 287 (four credit hours) and Flight Safety Classes 100,200,300 and 400(five credit hours). As a member of the Flight Standards Committee, coordinated and hosted the monthly Departmental/Flight Safety Classes. Additionally coordinated the bi-weekly Flight Evaluation and Trends Flight Standards and Trends Committee Meetings. This committee is set up to identify and recommend solution to students who encounter difficulties in the flight training program. Published the agenda and minutes and coordinated which students required attendance.

**Summer semester 2008**. Provided class room instruction and lab support for AMT 100,200,300 and 400 (five credit hours).Coordinated and hosted the monthly Departmental/Flight Safety Classes. As a member of the Flight Standards and Trends committee, coordinated the bi-weekly Flight Evaluation and Trends Committee Meetings, published the agenda and minutes and coordinated which students required attendance.

**Fall semester 2008.** Provided Class room instruction for AMT 182, Private Pilot Ground School,3credit hours and Flight Safety 100,200,300 and 400 (five credit hours). Coordinated and hosted the monthly Departmental/Flight Safety Classes. Additionally, coordinated the bi-weekly Flight Evaluation and Trends Committee Meetings published the agenda and minutes and coordinated which students required attendance. In addition taught AMT 287 a four credit hours course, Aircraft Power Plants lecture and one section of laboratory.

At the Sept 08 flight safety meeting hosted an experienced Airline captain from US Airway as a speaker for the students. During the Oct 08 flight safety meeting coordinated the Chief Executive Officer and Chairman of Mesa Air Group, Mr. J. Ornstein to come and address the student body. Coordinated the visit of June Bonsteele to visit and address our students. June is a nationally known and recognized for her expertise in flight instruction. She provided many valuable insights to our students. Also during the semester coordinated for the Army ROTC personnel from the Tempe Campus speak to our students and advised of the scholarship and career opportunities that were available through the military.

**Spring semester 2009.** Provided Class room instruction for AMT 182, Private Pilot Ground School,3credit hours and Flight Safety 100,200,300 and 400 (five credit hours). Coordinated and hosted the monthly Departmental/Flight Safety Classes. Taught AMT 287, a four credit hours course. Aircraft Power Plants lecture and two sections of laboratory. Additionally, coordinated the bi-weekly Flight Evaluation and Trends Committee Meetings published the agenda and minutes and coordinated which students required attendance. At the flight safety meetings for the spring was able to coordinate some very interesting speakers to address our students. Most notably was Sergei Sikorsky, the son of the famous aviation pioneer. Additionally there was a Gulfstream corporate pilot from Scottsdale as well one of our student’s father who was a US Airways A320 Airbus Captain.

**Summer semester 2009.** During this term my duties changed and I was tasked with coordinating the support for the first cohort of JF Oberlin students. My tasking was to provide staff support to implement the agreement between JF Oberlin University near Tokyo Japan and ASU. Many details needed to be worked out. The Oberlin project officer arrived on site in Jul 09 and we both began detailed planning for student housing, and other services necessary to insure a smooth transition for the first 17 students. Many details of orientation and academic course planning, after completion of the AECP programs and culminated with their admission to the university in Oct 09. At that point I provided classroom instruction for AMT 182, a shortened eight week special course. Because four of the 17 students did not pass the initial language training, I coordinated another special course for these students. I volunteered to teach these students AMT 182 in a super compressed Winter Session course. While all this was occurring, I coordinated the enrollment of the other 13 students into their spring 2010 classes and began planning for the summer and fall 2010 classes. All these actions was in coordination a newly arrived Japanese project officer from Oberlin University,

**Spring semester 2010**. Provided classroom instruction for AMT 287, Aircraft Power plants. This class is a four credit hour class with two three hours laboratory periods each week. Additionally the rest of my time is spent coordinating/planning the fall 2010 schedule of classes for the Oberlin students and interacting with the Oberlin students and their project officer as required to implement the agreement between ASU and JF Oberlin University.

**Summer semester 2010.** Provided classroom instruction for AMT 287.This again involved lecture five days per week with two scheduled lab periods. This was the first time ever that this course was taught in a summer eight week term. Even though there were only four students, I discovered that this class will easily fit within the time constraints of a summer session. During this period I continued the support for the JF Oberlin project and continued planning for both the fall 2010 term as well as the requirements for the spring 2011 semester.

**Fall semester 2010.**  Provided lecture classroom instruction for AMT 287 Power plants class, four credit hours, including one laboratory period, AMT 182 Private Pilot class, three credit hours and continuing support for the seventeen Japanese JF Oberlin students. Note worthy activities during the power plants class included a field trip visiting the Southwest Airlines Hangar at Sky Harbor Airport. The students received detailed briefings on the B-737 engines and auxiliary power units as well as other maintenance functions that occur daily in a hangar. Additionally during this term I set up a summer special topics course, just in case some of the Japanese students are unable to finish their flight training need to attend summer school.

**Spring semester 2011.** This term I continued to provide lecture classroom instruction for AMT 287 Aircraft Power Plants Course, four credit hours including two laboratory periods. I was scheduled to teach AMT 214 Commercial Pilot Course, but due to lack of sufficient students, this class was dropped. This term I intend to take the power plants class on a field trip to US Airways facilities at Sky Harbor Airport. However, I am still providing support for the JF Oberlin University Students and their on-site office staff. I am continuing working matters such as coordinating with the FAA Office on late or missing pilot certificates. Most recently I was involved in attempting to get a refund on the health Insurance premiums that are charged the students for the spring term. Administrative issues continue to pop up and I make myself readily available to assist the JF Oberlin students and their support staff as required.

**Summer semester 2011**. During this summer term is remained in the local area and was at my office every day through the first five week summer term in order to provide staff support for the two remaining Oberlin students. Both of these students failed their initial Japanese Civil Aviation Board (JCAB) flight checks and had to re- enroll in the summer term to complete their flight training. I had coordinated (AMT 494), one more make up class to enable them to be registered into ASU in order for them to train for and retake their JCAB flight checks. This completed all staff actions involved with the JF Oberlin Project, perhaps one day ASU will again be able to make a reasonable offer of university training to accompany an affordable flight training program which will bring back the Japanese students.

**Fall semester 2011.** Provided lecture classroom instruction for AMT 287 Power plants class, four credit hours, including one laboratory period, AMT 182 Private Pilot class, three credit hours and additionally taught AMT 280 Aircraft Structures lecture to include two separate laboratory periods, since one professor has retired. Because of budget constraints/unknown, all the staff were teaching maximum loads. I took on this new four credit hour class and totally reorganized the direction of the academics. This was a major undertaking and required considerable amounts of my time. However, I feel the investment was successful and the students gained the knowledge of the subject matter that was appropriate. Other activities during this fall term included a power plant class field trip, visiting the Southwest Airlines Hangar at Sky Harbor Airport. The students received detailed briefings on the B-737 engines and auxiliary power units as well as other maintenance functions that occur daily in a hangar. Additionally I found another opportunity for the Power plant students to visit a reciprocating engine repair/overhaul facility located next to Chandler Airports. This location is close by and can be visited during the normal lab time. The personnel of the engine facility seemed glad to share their knowledge with ASU students and exposed the class to the precision repairs and non-destructive inspection procedures that are part of the engine overhaul business. They invited us back for future visits, which in intend to take advantage off.

**PRINCIPAL AREAS OF TEACHING**

**Teaching:** Power plants and Flight Safety Coursesduring my first two years as a lecturer. Responsible for coordinating the flight safety activities for both AMT Department and Mesa Pilot Development (MPD) to insure safety is reflected in all the training operations. The flight safety class responsibilities were concluded in May of 2009, when I was charged with implementing the collaborative agreement between ASU and JF Oberlin University starting in August of 2009. I was tasked to develop the flight courses for the Japanese students in order to meet the agreed upon college credit hours for their flight training and to be a staff point of contact between the students, their Japanese Professors and ASU to implement the agreement. This project lasted for two years and during this time I continued to teach Aircraft Power Plants in the fall and spring and every fall taught AMT 182 Private Pilot Ground School. Due to the retirement of one of the department’s professors, in the spring of 2011 was tasked to begin teaching AMT 280 Aircraft Structures.

ASU course AMT 287 Aircraft Power Plants-Reciprocating Engines and Turbojet Engines, 4 credit hours. Two lectures each week and two laboratories. The power plants course has two 3 hour lab session each week and supervised student lab intern. Adjusted and further developed the syllabus to provide more meaningful lesson plans and course lecture materials in order to make the class an improved educational experience for future airline pilots. These actions were more inline toward industry standards for modern airline pilots. Instituted field trips toward the end of the term to local airline engine shops so students could study actual airline jet engines in use by major airlines. Additionally begin using all the reciprocating engines and turbine engine cut-aways available in the lab to provide even more hands on training for the students. Additionally I organized and cleaned up the Power plants laboratory facilities to make it a facility that brings credit on the university.

ASU course AMT 280, Aircraft Structures is a four credit hour class that has two laboratories in the spring and one in the fall. The class involves aerodynamics, aircraft systems, metals technology and aircraft maintenance actions. All of the topics are designed to give the aeronautical management technology graduate an appropriate back ground as a professional pilot, manager or air traffic controller that will enable him or her to immediately begin to be a productive employee, when hired on with any company involved with aviation activities. The course will assist the pilots in being successful in airline training program; enable air traffic controllers to understand more about the aircraft they are separating and to enable the management majors to quickly assimilate into a major airline and become an effective manager right a-way providing them the background to become directors, supervisors and eventually a chief executive officer.

Developed and refined the AMT Flight Safety Courses, AMT 100,200.300, and 400 by using more senior aviation students to teach/mentor the beginning students on various topics that I assign. In coordination with other staff members we have been able to instill within our students the practice that the flying is the laboratory event and the lecture is also a valued event in the course. It’s not all about flying. Revised the lecture into mentoring classes which reinforce the materials/knowledge areas taught in other primary ASU ground school courses which, in turn better prepares the student for his FAA flight check ride. This model was developed from my experience in the airlines.

The departmental flight safety areas I accepted with a humble but a determined attitude, always working toward improving the environment in which our ASU students accomplish flight training. In April 2003 this organization experienced a crash that killed three students at Sedona Airport, Az. In Sept 06, another aircraft crashed on landing at Chandler Airport. No one was hurt, but one aircraft on the ground was destroyed and ours (Mesa Pilot Development) was significantly damaged. Most recently, June 08 one of our aircraft experienced an engine failure in the practice area, but the student and instructor successfully landed the aircraft on a dirt road without any damage or injury to themselves. Our supervisors must continually be vigilant to make the operation as safe and hazard free as possible. I believe that this is the minimum that any parent of an ASU student would rightly expect from the ASU faculty and other supervisors involved in the program.

**AVIATION INDUSTRY EXPERIENCE**

1997-2005. Served as Captain on the Boeing 737 -300 and 737-200 aircraft providing passenger service through out the US, Mexico and Canada and Alaska.

1991-1996**:** Served as First Officer on Airbus A-320 aircraft. Provided passenger service to all major cites from the eastern and western US, plus Mexico and Canada and Alaska.

1989-1990: Served in as a pilot for America West Airlines. FO and Captain qualified on the DHC-8 aircraft. Serving destinations in Arizona, Nevada and California.

1988-1989: Served as a first officer on DHC-8 aircraft for Henson Airlines/US Air Express. Flew to destinations from New York City to the Bahamas Islands.

As a captain at a major airline, I was expected to teach and instruct new pilots on company procedures, airplane systems, knowledge, and the national air space systems.  My airline experience involved large aircraft systems courses leading to both first officer and captain qualifications in transport category aircraft.  I have spent over 250 hours training in advanced aircraft full motion simulators, and received numerous FAA qualification evaluations.  As a captain in the FAA Part 121 Regulation air carrier, America West officially considered captains as part of their management team.  I was expected to follow and teach company procedures, policies, and promote company standards of conduct among all crewmembers, flight attendants, mechanics, and even ground operations personnel.  I routinely interacted with maintenance personnel daily on systems/mechanical issues that developed during flight operations to reach a technical solution to the aircraft maintenance problems.

Prior to my airline experience, I concluded 20 years of experience in the USAF flying multiple types of tactical aircraft both in the USA and in Viet Nam, LAOS, and Cambodia. As a result of my experiences flying in Indochina I was awarded the Silver Star, Distinguished Flying Cross and 12 Air Medals during my tour (1970-1971) in Vietnam. Over the years, I have been deeply involved in training AF Pilots transitioning into tactical aircraft.  I taught basic instruments, transition maneuvers, aerobatics and air-ground gunnery in the A-7D and OV-10 aircraft.  This training was all accomplished in accordance with AF Major Command Pilot Training Syllabus.  My students were fighter pilots; some others were bomber and transport pilots.  As their instructor, I closely followed the prescribed syllabus and monitored their progress through each phase of training.  At the conclusion of the training, I was involved in the flight evaluations of the students.  Many times over the years, I was involved in frequent syllabus revisions to meet changing AF requirements.  Over the years in the AF, I was regularly trained on aviation physiology.  At regular interval I experienced the AF altitude chamber training flights.  Military training is more in-depth than FAA physiology training requirements.

Even though I was in the Air Force, I managed to keep my civilian flight instructor ratings current. While assigned to Ft. Lewis, Washington and Ft. Polk, Louisiana, I was active in teaching private pilot ground schools and flight instruction to prepare candidates for their private pilot single engine land rating, multi-engine land, and single engine seaplane qualifications. I also taught more advanced students who were seeking the airline transport pilot certificates. While at Ft. Polk, I was the president of the Army Flying Club.  My management experience in the AF and at Ft. Polk was valuable in working with the US Army civilian personnel system to hire flight instructors, a secretary, and a flying club manager.

**PROFESSIONAL SERVICE**

University Service/Departmental/Community Service Activities

**A Community Service**, fall 2007-Present: Serves on the university parking and citation appeals board. This board is composed of all volunteers who meet on the Temp Campus on Wednesdays and is charged with impartially adjudicating appeals in accordance with Arizona state law and the ASU Parking and Vehicle Control Regulations. Hearings are administrative procedures and are taped and decisions can be appealed to state courts. Annual training is accomplished at the Tempe Campus every fall and the appeal board meets on Wednesdays during the fall, spring and summer semesters, also on the Tempe Campus. Every year I serve on a minimum of four appeal boards.

B. **Community Service**, as a member of the FAA Safety Team I have hosted eight FAASTeam events so far in the last 12 months. The last one was on 21 Jan 2012 and we had 84 pilots attend. This most recent event was designed to make the public aware of the potential for using the ASU altitude chamber. Generally I have been hosting an average of seven FAASTeam events per semester. They are always done on Saturdays. At these events local general aviation pilots attend briefings approved by the local FAA person who supervises all these activities.

At the end of these sessions I conduct tours for all those interested in order to promote the aviation programs here at ASU. These activities provide engagement opportunities to advertise what ASU does in aviation and promotes flying safety among local pilots. They also provide another vehicle to recruit new students into our program.

**C. Department Service,** As required, have guided many tour groups from elementary thru high school students and prospective college students, and other members of the ASU Foundation on visits to AMT facilities and to include tour of MPD airplanes on the airport ramp. Recruiting is a constant activity that must be part of all teachers’ activities. Opportunities to interact with parents and future students are a key factor in maintain high student enrollments. During the period of this report I have represented my department, college and ASU at Falcon Field Open House, Phoenix-Mesa Gateway Open House, ASU Homecoming 2011, Dobson High School College Fair, and Dear Valley Lions Club Luncheon. After briefing the members of the Dear Valley Lions Club they donated 1000.00 dollars to our aviation programs here at Polytechnic Campus. I have identified a potential donor and am working with the appropriate ASU foundation personnel to develop potential donors to fund toward our aviation programs needs.

In the fall of 2011 I found out about the availability of a Turbine engine accessory gear box located at a Phoenix Honeywell Plant. The plants point of contact was interested in donating it to the university. I recognized immediately that is would be a valuable addition to our power plants laboratory and was able to travel to the Honeywell plant an acquire the gear box. It is now used routinely used in the power plants class.

During November of 2011 I found out that a pulse jet model engine could be purchased for a nominal cost. The engine produced 10 pounds of thrust and was easy to maintain. The engine would provide a working example of how turbine engines function and could be a very motivating activity for our power plant students. My supervisors agreed and allowed the purchase and now today, this jet engine is operated for every power plant class. The students very much enjoy seeing the concepts, theories and a functional jet engine operated.

**D. Membership on department committees**. Include the following assignments to the Academic Evaluation/Scholarship Committee, Curriculum–Undergraduate Committee, Strategic Planning and Policy Committee. Previously served as the Flight Standards pilot I am assigned the duty as the staff technically qualified person to do contractor flight evaluations on training provided to our students by the subcontractor, Mesa Pilot Development. Reports are generated and a file is maintained when these flight evaluations are accomplished. Due to time constraints, I requested and was relieved of this activity at the end of the spring 2011 semester. Most recently was assigned to be the Assistant to the Chief of ASU Ground Training for the FAA Courses being taught. In this capacity provides help to the Chief of Ground Training as needed in his absence and am required to annually attend a Flight Instructor Refresher Course. This activity is a required event and is inspected by the FAA on annual inspections conducted by the Scottsdale Flight Standards District Office. I always attend the AOPA CFI Refresher Clinic which is always conducted on a weekend. This clinic provides me with the latest industry information regarding flight training and changes to FAA regulations. The university reimburses me for my expenses in attending this annual event.

**E. Professional Organization Membership**

**Member of AOPA since 1986-present**.This organization provides a valued resource/access to much needed safety files and additional training reference materials to a host of aviation subjects that is appropriate materials to be used in the safety program and other training courses.

Member of the **American Bonanza Association**. This organization provides access to certain technical information which I can utilize in my teaching areas here at ASU.

Member of the **ASU Alumni Association,** for the past two years.