



James J Lilje
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I am a pilot and flight instructor with over fifty years of experience in military, airline, air ambulance, air taxi and general aviation. This includes 28 years as a pilot with United Airlines and service as a Naval Aviator.

Since 2007 I have worked primarily as a flight instructor. I teach and evaluate flying skills and judgment to pilots at all levels from beginners to the highly experienced. I am very successful at teaching complex flying concepts to people who have little or no previous knowledge.

I hold an Airline Transport Pilot Certificate (the highest pilot license) and a Gold Seal Flight Instructor Certificate issued by the FAA. The Gold Seal recognizes the high first-time pass rate of my students when they take their FAA flight check for a new rating. I have 19,000 flight hours which includes over 3500 hours of instruction given. I have never had aircraft accident or incident and have never been cited for a violation of flight regulations.

Licenses, Experience and Education

- Airline Transport Pilot Certificate with B-737, B-757, B-767, B-777 & Learjet type ratings
 - 12,400 hours of Pilot in Command time, 19,000 hours total flight time
- Gold Seal Certified Flight Instructor (Single-engine and Multiengine Airplanes, Instrument Flying)
 - 16 years as a Civilian and Military Flight Instructor
 - Pilot Training Stage Check Instructor
 - 3500 hours of dual flight instruction given

- United States Naval Aviator
- Advanced and Instrument Ground Instructor Certificate
- Flight Engineer (Turbojet) Certificate
- Small Unmanned Aircraft Remote Pilot Certificate
- Co-inventor of the CX-1 flight calculator (US Patent 4,831,538)
- Bachelor's Degree, Washington State University

Work Experience

2007 - Present. **Flight Instructor for Galvin Flight Training.**

I give flight instruction for all pilot ratings from Private Pilot through Airline Transport Pilot. I am a stage check instructor for all Part 141 and Part 61 courses taught at Galvin. I have written or helped write numerous special courses for Galvin. Examples of recent special courses include:

- A Part 61 Multi-engine transition course for Private and Commercial Pilots training in aircraft and simulators.
- Lead Instructor in a new FAR 141 approved course to transition helicopter pilots to fixed wing aircraft.
- A 5 to 10 day ATP course using airplanes and simulators.
- A 21 day course for pilots of the Turkish Air Force and Indian Navy to prepare them for three separate FAA ratings.
- Initial and recurrent training for FAA Flight Safety Inspectors in technically advanced light single-engine and multi-engine airplanes. I was both an instructor and check airman for these courses.
- A course for non-pilots to qualify for a sUA (Drones) Remote Pilot Certificate

2014 - 2015. **Pilot for MedflightOne.**

Flew as an air ambulance and charter pilot in Learjet 36 aircraft. I flew all over North America and on extended overwater flights between the U.S. West Coast and Hawaii.

1979 - 2006. **Pilot for United Airlines.**

- 2002 – 2006. Captain on Boeing 777 aircraft.
 - I flew the 777 domestically in the US and internationally to Europe and Asia.
- 1999 – 2002. Captain on Boeing 757 and 767 aircraft.
 - I flew both aircraft domestically in the US and on extended overwater flights between the US mainland and Hawaii.
 - In early 2002 United Airlines needed to rapidly implement its new policy on hijacking and crew interference. I was one of

four pilots in the Seattle pilot domicile selected to give this training to Seattle based flight crews.

- 1994 – 1999. Captain on Boeing 737 aircraft.
 - I flew the 737 domestically in the US and to Canada, Mexico and Central America.
- 1991 – 1993. First Officer (Co-pilot) on McDonnell Douglas DC-10 aircraft.
 - I flew the DC-10 domestically in the US and on extended overwater flights between the US mainland and Hawaii.
- 1988 – 1991. First Officer (Co-pilot) on Boeing 737 aircraft.
 - I flew the 737 domestically in the US, to Canada, Mexico, Central America and in the Caribbean.
- 1986 – 1988. First Officer (Co-pilot) on Boeing 727 aircraft.
 - I flew the 727 domestically in the US and to Canada.
- 1984 – 1986. Second Officer (Flight Engineer) on Boeing 727 aircraft.
 - Recalled from furlough in December, 1984.
 - I flew the 727 domestically in the US and to Canada.
- 1980 – 1984. On furlough
 - I was laid off in a company-wide cutback.
- 1979 – 1980. Second Officer (Flight Engineer) on Boeing 727 aircraft.
 - I flew the 727 domestically in the US and to Canada.
 - Completed United's new hire probationary year.

1980 – 1984. Co-owner and President of Aviation Training & Research, Inc.

During a furlough from United Airlines, a partner and I bought the pilot ground school division from ASA Publications of Seattle, WA.

- We prepared students for all FAA written tests from Private Pilot through Airline Transport Pilot and Flight Engineer.
- I also wrote and/or edited a number of written test preparation books under contract to ASA Publications.
- I am the co-inventor of the CX-1 flight calculator (US Patent 4,831,538) which ASA brought to market.

1975 – 1979. Ground Instructor for Aviation Supplies and Academics, Inc.

This company was the forerunner of ASA Publications.

- I taught pilot ground schools for all ratings and prepared classroom text material.

- When ASA began publishing written test guides in the late 1970's, I contributed to and/or edited many of these books.

1968 – 1975. United States Naval Aviator.

- 1973 – 1975. Pilot with Attack Squadron 212.
 - I flew as an Attack pilot flying the A-4F Skyhawk aircraft
 - Completed a nine-month deployment to the Pacific and Indian Oceans aboard the aircraft carrier USS Hancock. This included flights from “Yankee Station” off the coast of North Vietnam.
- 1972 – 1973. Pilot with Attack Squadron 127.
 - Went through advanced training as an attack pilot flying from aircraft carriers.
- 1970 – 1972. Flight Instructor with Training Squadron 4.
 - I taught air-to-air gunnery and Aircraft Carrier landings in T-2B/C “Buckeye” aircraft.
- 1968 – 1970. Student Naval Aviator
 - I completed Aviation Officer Candidate School and was commissioned as an Ensign in the US Navy Reserve in January of 1969.
 - I completed flight training in February of 1970 and received my Navy wings.
 - On completion of flight training, I was selected as a “Distinguished Naval Graduate”. This allowed me to transfer from the Navy Reserve to the Regular Navy without going through the usual augmentation board review.