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Objective

I would like to gain overseas employment to further challenge my talents and contribute to an effective team.

Technical skills and proficiencies

FAA Airframe and Powerplant Certified (A&P)	Over nineteen years aviation experience	Six years QA experience
H-6/H-60/H-53/C-130 experience	Shift lead (civilian and military)	750 flight hours in H-60
Parts fabrication	Depot level structural repair background	Painter

Experience

Present – March 2010	<p>Aircraft Mechanic III On-Site Depot Support, Hurlburt Air Force Base, FL (Kay and Associates, MacAulay Brown, Inc, and M1 Support Services)</p> <ul style="list-style-type: none"> • Perform a variety of depot repairs and modifications (both structural and electrical) on C-130 platforms and T56 QECs as directed by government authority • Work closely with engineering designing repairs and processes • Worked as shift lead on third shift • Fabricate many parts no longer available for acquisition • “Red X Authorized” – Entrusted to inspect others work and return aircraft to flight status • Qualified as an aircraft painter
March 2010 – August 2007	<p>Occupational Health and Safety Technician L-3 Communications Integrated Systems (IS)/Joint Operations Group (JOG) Fort Walton Beach, FL</p> <ul style="list-style-type: none"> • Subject matter expert on Lock Out Tag Out and Powered Industrial Truck Programs for JOG contract • Laser Safety Officer for JOG contract • Primary point of contact for all safety issues on all Florida sites • Responsible for operations at nine off-sites • Scheduled and performed training on various topics at many different locations • Performed Industrial Hygiene Monitoring for Florida and California sites • Completed vision and hearing tests for all Florida employees
August 2007 – May 2001	<p>Aircraft Sheet Metal Mechanic I/II SOFSA Joint Operations Group, Fort Walton Beach, FL (L-3 Communications IS, Raytheon, and Onsite Aviation)</p> <ul style="list-style-type: none"> • Performed EAPS modification program for MH-53 CSAR aircraft (structural) • Served as shift lead for one year and “Level 2” (QA) certified for two years • Performed many trial installs and kit proofs on A/MC-130 modifications (structural and electrical) • Interpreted engineering drawings and recommended changes to engineers • Performed a wide variety of aircraft modifications on C-130, H-53, and H-60 aircraft (structural and electrical) • Kitted several modification projects • Fabricated parts in back shops as needed • Installed wiring harnesses as part of modification teams • Performed continuity, power pin, and acceptance test checks on modification teams • Deployed as field team member to various CONUS and OCONUS locations • Worked in direct support of USAF Special Operations and Combat Search and Rescue Aircraft
May 2001- December 1998	<p>Phase Team Overhaul Leader (Active Duty, US Army) 160th Special Operations Aviation Regiment, Ft. Campbell, KY</p> <ul style="list-style-type: none"> • Completed over twelve major overhauls during service • Prepared aircraft and additional equipment for shipment by air for short notice deployments • Performed full flight control rigging on six different aircraft • Flew as crew chief for test flights after major maintenance events • Served as Company Master Driver • Led section with eight subordinates

December 1998 - May 1995	Helicopter Crew Chief (Active Duty, US Army) Various Units Stationed in Camp Paige, Korea and Hunter Army Airfield, GA
	<ul style="list-style-type: none"> • Performed wide variety of maintenance on aircraft to include: 100/hr. inspections, engine removal, and test flights • Maintained two aircraft while deployed without assistance • Managed four aircraft section for several weeks, including flight scheduling and maintenance scheduling • Flight Crew Chief on H-60A/L aircraft • Flew wide variety of mission profiles to include air assault, medevac, VIP support, and external loads • Qualified as aerial gunner with M-60 machine gun • Qualified on M-16, M-4, and M-9 weapon systems • Completed over 750 flight hours as crew chief

Education

2015	Florida State College, FL FAA Powerplant Certification
2009	Eastern Michigan University, MI. Occupational Safety and Health Standards for General Industry certified
2008	Hurlburt Air Force Base, FL. USAF Hazardous Waste Accumulation Point Manager Training
2008	Laser Institute of America, FL. Laser Safety Officer certified
2007	Environmental Resource Center, NC. DOT Hazardous Material Certified (HM-181)
2007	Deep South Center for OHS, AL. Certified Occupational Hearing Conservationist
2000	North Central Institute, TN. FAA Airframe and General Certification
2000-1999	U.S. Army Primary Leadership Development Course, KY. NCO Graduate
1995	U.S. Army UH-60 Helicopter Repairer Course, VA. Distinguished Honor Graduate
1988-1987	University of Central Florida, FL.; Major: Aerospace Engineering, Minor: Math
1987-1986	Seminole Community College, FL. AA Degree, August 1987
1986-1985	Florida Institute of Technology, FL. Major: Space Science

Active Security Clearance: Secret

Current passport

Leadership

Managed team of eight mechanics performing 500-hour airframe overhauls on MH-60 series aircraft. Assigned daily tasking for each mechanic, assured adherence to all published procedures, inspected completed work daily to assure quality. Trained inexperienced mechanics to procedures, and operated under command directed time restraints. Directly responsible for career counseling and personal development of subordinates. Often tasked with inspecting others work and returning aircraft to flight status.

Troubleshooting

Determined faults on aircraft subsystems to include: avionics, pneudraulic, power plant, drive systems, flight controls, armament, and rescue hoist assemblies. Suggested corrective actions to engineering during trial installs of several modifications.

Problem Solving

Initiated initial training program for newly assigned mechanics to alleviate re-occurring problems that had cost hundreds of man-hours, and hundreds of thousands of dollars in repair cost. Proposed tool inventory controls to combat growing threat of foreign object damage to aircraft. Worked directly with engineering to aid in design changes and modifications.

Flexibility

Worked a wide variety of austere environments ranging from Iceland in winter to the deserts of the American Southwest. Performed depot level modifications on apron with portable electric and pneumatic support. Integrated customer and other contractor schedules in ours.

Personal References available upon request