

RESUME

James M Dodds

Phone:

PCS :

FAX :

OBJECTIVE

A challenging position in aircraft maintenance in a capacity commensurate with my experience as a U.S. FAA licenced A&P "Master Mechanic" with a wide range of both fixed wing and rotary wing aircraft maintenance.

EMPLOYMENT RECORD

May 2001 to May 2007

Contracted to Sports Jet LLC/Pace Airlines as a flight mechanic on B-757- 200 , B-737-300/400 performing routine line maintenance, preflights, service check inspections and A&B Checks. Perform Service bulletin and airworthiness directive compliance .System trouble shooting, repair, component change of engine ,electrical and mechanical systems, both at home base and while the aircraft is on the road. RII Authorized.

April 1996 to April 2001

Contract line maintenance for Kitty Hawk Air Cargo Inc on. B-727, aircraft. I was maintenance representative at Oakland CA.,Sacramento CA, Phoenix AZ. Auckland New Zealand and Jakarta, Indonesia. Performed or supervised all maintenance done on there aircraft. Engine runup, taxi and RII authorized on B727 aircraft.

January 1984 to March 1996

Contract maintenance for Kalitta/American International Airways as a flight mechanic and line mechanic on B-747,B-727 , DC-8 and DC-9 aircraft. Supervised the installation of cargo doors on B-727 aircraft. Opened maintenance stations in LAX and HNL. Engine runup, taxi and RII authorized on B-747,B-727,DC-8 and DC-9 aircraft.

November 1978 to January 1984

Contract field maintenance on DC-7.C-119,PB4Y2,and C130 fire fighting air tanker for T&G Aviation, Chandler, AZ. Also did contract line maintenance for Airgo inc of Dallas, TX on DC-3 and CV440 aircraft. Opened and supervised their maintenance stations at LAX and PHX. Engine Runup and taxi all above aircraft.

November 1976 to November 1978

Employed by European Helicopter Establishment as a Boeing Vertol CH-47C flight engineer/crew chief assigned to the Libyan Air Force. Responsible for class room ,flight, and OJT training of Libyan Air Force personnel as crew chiefs and flight engineers.

September 1974 to November 1976

Employed by Frakes Aviation, Cleburne, TX. Worked as a leadman, Foreman and as a liaison engineer in the conversion and certification program for the installing PT-6 engines on the Nord 262, Grumman Mallards and Grumman AG-CAT aircraft.

January 1974 to July 1974

Chief Inspector for Trans-New England Airlines in Akron, Ohio. Responsible for all maintenance inspection ,inspection programs, and maintenance training done on the company's fleet of DC-3 and C-45 aircraft. Engine runup, taxi and RII Authorized on DC-3 and C-45

November 1967 to January 1974

Employed by Air America Inc. in Saigon RVN as a crew chief. Within a few months I was promoted to Senior Inspector. In June 1968 I was promoted to Superintendent of Quality Control activities in Vietnam. RII authorized all aircraft. The QC Department had 21 Inspectors doing various types of aircraft service inspections, damage repair and airframe overhaul on a fleet of 75 aircraft, both fixed wing and rotor wing. The department was also responsible for NDI, Xray, shop and supply inspection.

In 1971, I was assigned as Superintendent of shops, concurrently with Superintendent of Quality Control. Shops had 70 technicians in the avionics, sheet metal, machine and welding shops.

In October 1972, I transferred to flight duty as a flight mechanic on CH-47C, Bell 204 , 205 helicopters in Thailand, Laos, Cambodia and Vietnam.

April 1967 to October 1967

Contracted to Dynallectron Corp. As a Quality Control Technical Representative, assigned to the U.S. Army Ist CAV. In Vietnam. Responsible for all phases of inspections of damage repair and Maintenance on military CH-47, UH1B, C, D, H and OH13 helicopters.

September 1963 to April 1967

General Manager of McCafferty Service inc, I was responsible for the day to day operations. The company was contracted to the U.S. Postal Department for the transport of mail over various routes.

January 1957 to September 1963

Employed by American Airlines as a Senior A&P mechanic. One year in the airframe overhaul shop in Tulsa, OK. I was then transferred to the Dallas/Fort Worth area as a line mechanic on CV240, DC6, DC7, B707, and Lockheed Electra aircraft including repair, operational check out of radio, radar, and auto-pilot systems. Engine runup, taxi and RII authorized on all above aircraft.

January 1953 to January 1957

U.S. Air Force Crew Chief on B-47. Responsible for the operational readiness of assigned aircraft.

LICENCES AND RATINGS

- (1) U.S. FAA Airframe and Power plant 1396512 issued 10-12-1957
- (2) U.S. FCC restricted Radio Telephone Operator RP 10F2304

FAA AWARD

Charles E Taylor "Master Mechanic" award in appreciation for 50 years dedicated service, technical expertise, professionalism, and many outstanding maintenance contributions, to further the cause of the aviation safety.

CERTIFICATION CERTIFICATES

- (1) Aircraft Radiographic Inspection I/A/W MIL-STD-453
- (2) Magnetic Particle Inspection I/A/W MIL-STD-410A
- (3) Fluorescent and Dye Penetrant Inspection I/A/W MIL-STD-410A

EDUCATION

1953 Graduated from Santa Paula Union High School, Santa Paula, CA.

TRADE SCHOOLS

- (1) 1953 May, Jet Fighter Mechanics School. U.S. Air force.
- (2) 1953 Multi Engine Jet Mechanics School. U.S. Air Force
- (3) 1957 Flight Engineer Course, Ross School of Aviation, Tulsa, OK.
- (4) 1959 Electra L188 Radio, Electrical and instrument. School American Airlines.
- (5) 1959 Boeing 707 Radio, Electrical and Instrument school, America Airlines.
- (6) 1967 Radiographic Inspection, Air Asia Comp.
- (7) 1968 Garret Air Research TPE-331 Engine School, Air America.
- (8) 1970 Magnetical Particle Inspection Course, Air Asia Comp.
- (9) 1970 Fluorescent and Dye Penetrant Course, Air Asia Comp.
- (10) 1972 CH-47C Helicopter Course, Boeing Vertol Division. D.O.A Udon RTAFB, Thailand.
- (11) 1972 T-55-1-11A Engine Course. D.O.A, Udon RTAFB, Thailand.
- (12) 1973 PT6T3 Twin Pack Engine School, Pratt & Whitney Aircraft, Hartford, Connecticut.
- (13) 1992 B747 General Familiarization M/E AMT Inc
- (14) 1992 B747 Avionics AMT Inc
- (15) 2003 B757 Airframe/Systems/Avionics Initial, Delta Airlines.
- (16) 2003 Private Charter Security Screener, TSA Standards. Pace Airlines
- (17) 2004 ETOPS, Initial Training. Pace airlines

MILITARY SERVICE

U.S. Air Force Jan. 1953 to Jan 1957 (Active Duty) Honorably Discharged with the rank of S/Sgt Dec. 1960.