

HIGHLIGHTS:

- See Letter of Appreciation Page 5 below – Director of Engineering experience for now GM of Moog (Bob Bierk)
- See NORDAM Recommendation Letter Pg 6 – Sr. Project Engineer (Cliff Shaeffer, VP Engineering & Tech)
- See Crouzet Recommendation Letter Pg 7 – Program Manager (NORDAM/Pratt & Whitney/Gulfstream/Crouzet)
- Site Leader & President experience from delegated Authority, Director of Engineering 2 years with staff of 15
- Corporate Board of Members Capital: American Airlines, Honeywell, Triumph, Baker Hughes
- Corporate multi-site role supporting multiple President's as change agent to realize aggressive key goal targets
- Special Assignments from President over 7 Divisions to investigate and recommend low-profit site solutions
- \$2 Billion, 20 year contract Program Manager with NORDAM, Pratt & Whitney Canada, Gulfstream & Suppliers
- Extensive Made-to-Order (MTO) and custom specification projects from OEM & Customer perspectives
- Industry Expert with Integrated Drive Generators (IDG's) and Reverse Engineering Gas Turbine Engines
- Seasoned veteran in Engineering: 25+ years' experience in Consulting, Petroleum, Aerospace and other industries
- Boeing/Honeywell Industry Spokesman for Gas Turbine Engine (GTE) Technical Conferences, domestic airlines
- Six Sigma 'Quest for Excellence Competition' Champion (2005) AGT1500 GT Engine – Abrams M1A1 Tank
- HOA (High Opportunity Area) International experience: Bangalore, India; Bangkok, Thailand; etc.
- Master's Degree in Mechanical Engineering with extensive Engine, LRU & Systems experience
- Computer Power User with advanced capability, not limited to, but including the following:

SAP (ERP Systems), Databases, MS Office, Adobe, Search Engines, Custom Software Development, Mobile Apps, Macros/Auto-Reports, Test Data Sheet Automation, Trend-monitoring, Dreamweaver Website Development, HTML programming, Operating Systems (Microsoft Windows/Mac OS, Linux), Wireless networking, Home Automation, AutoCAD, SolidWorks, CATIA, ProE, ANSYS, FAA/ASME/Building codes, Composite Materials R&D, Finite Element Analysis & Modeling (FEA/FEM), Pressure-Drop / Flow Calculations, Mechanical Property Testing (XRF), Geometrical Modeling (ATOS, FARO-Arm), Strain Gage Testing, Design for Six Sigma (DFSS), Lean Manufacturing, Competitor Benchmarking, Contract Development, OEM & Aftermarket Repairs, Capabilities Assessments, New Capabilities Development ("Womb to Tomb") and the Selection and Coordination of cross-functional teams

EDUCATION

- Master of Engineering in Mechanical Engineering (MEME)
University of Tulsa, Tulsa, OK, May 2001 (GPA 3.73), Honors Student
- Bachelor of Science in Mechanical Engineering (BSME)
University of Oklahoma, Norman, OK, May 1990 (GPA 3.3), Hesslein Academic Scholarship

SUMMARY OF ACHIEVEMENTS

- Performance Excellence receiving substantial Bonus every year qualified (Honeywell & Triumph)
- \$50M Site Financial & Technical Metrics coordinator with corporate global delegates for Honeywell
- \$35M TGI revenue goal supported while improving total Engineering organization
- Developed \$17M Engine Trend-Monitoring system to prevent catastrophic GT Engine failures (AAL).
- \$10M, 10-Year contract developer for AAL/Triumph B737NG GT Engine Parts Repair Program
- >\$2M Air System Upgrade Capital Expenditure Request development and Board of Director Approval
- \$1.25M Avtron K838AT Test Stand procurement, installation, checkout & successful production (TGI)
- \$750K DC Generator Quad Test Stand successful design, build, installation & performance (TGI)
- Youth Head Baseball Coach: 2011 #1 Oklahoma USSSA 9U Rank, 3 Tournament Championships – 2012 10U

PROFESSIONAL EXPERIENCE (SORT: RELEVANCE):

The Triumph Group – Wichita, KS & Phoenix, AZ

8/2006 – 11/2008

Director of Engineering / Corporate Technical Specialist

- Complete Engineering Department Responsibility, Executive Staff Delegate for Meetings, Customer Technical Relations, Filter & Plan New Capability High Profit Potential Projects, Counsel 15 Employees, Assist Test Stand Technical Problems, Develop Capital Plans, Select Outside Contractors & Lead Job Walks, Department Infrastructure Enhancements, Evaluate Employees Performance on Regular Basis, Project Detail Reviews, Research & Development / Reverse Engineering, Warranty Resolution & Quality/Reliability Enhancement Programs.

- **Key Experience:** Led team using SolidWorks developing DER repairs and manufacturing new part PMA details for Vane Pumps used in various fleet models of Integrated Drive Generators (IDG's) lowering costs 200-400% relative to OEM Parts. With complete Test Equipment Engineering responsibility supporting multiple sites, various testing requirements involved positive-displacement & centrifugal pump hydraulic prime movers. Scroll compressor selections were also critical to facility Air Expansion projects.
- Extensive Gas Turbine Engine (GTE) experience working with Hamilton Sundstrand GTE Model No. APS3200 & Honeywell GTE Model No. GTCP331-350 APU for Repair Development & Reverse Engineering.
- Multi-site support of TAS-Wellington, KS; TAR & TES-Phx, AZ; TASA-Bangkok, Thailand, TTS-Forest, OH and others to help resolve technical issues.
- \$5.4M Recore Facility Plan presented/positively received by Executive Management, held for possible buyout.
- Responsible for complete Engineering site demands including 15 Staff Engineers and a wide variety of aerospace products (Heat Transfer, Valves, AC/DC Generators, CSD/IDG's, ACM's, PDU's, Fuel & Skydrol units and etc.)
- \$35M revenue goal supported while improving Engineering organization, performance and morale
- \$2.4M annual savings under my leadership from Repair Development & Reverse Engineering of high cost drivers.
- \$30K integration of 11 SolidWorks Premium licenses with Essentials and Advanced training of entire staff.

The NORDAM Group (TNG) – Tulsa, OK

9/2013 – 1/2016

Senior Project Engineer

- \$2 Billion, 20 year minimum contract with options to extend: Pratt & Whitney Canada, Gulfstream & Suppliers
- Complete responsibility for new Aircraft component FAA development testing & certification/approvals
- Major new Business Jet Nacelles, Thrust Reverser, Engine Buildup & LRU development program
- Multi-departmental coordination to drive program requirements (Schedule / Budget / Technical Accuracy)
- Daily updates supporting web telecom Technical Briefing status to a 3 corporation global team
- Support Technical Document away party trips to secure direction from AR's using Exec Corporate Jet for travel
- Coordinating design & environmental condition decisions to obtain approval by Test, Analysis or Similarity
- Frequent interaction with multiple corporation Executive Leaders

Baker Hughes Inc. – Claremore, OK

4/2012 – 9/2013

Sr. Manufacturing Engineer

- Supporting production of Progressive Cavity Pump (PCP) Stator Blank Manufacturing in all aspects to maximize profitability. This includes, but is not limited to, improving First Pass Yield (FPY) by implementing enhanced process controls, modifying manufacturing methods, R&D testing, coordinating trials for new & improved methods, developing new capability and installation of new Capital equipment to support growth of product line. Total Engineering responsibility of product line.
- Transforming a completely manual MS Access hardcopy database to a barcode driven completely automated gated process input database system with 1 input only real-time and vastly improved content to help improve overall quality of product line and customer service.

Automation Authority, LLC – Tulsa, OK

11/2008 – 4/2012

Founder & CEO

- Develop Business Plan, Investments, and Market doing conference room projector Executive Presentations/demonstrations to potential customers.
- Complete responsibility for Business Plan Development, Business Launch, Sales & Marketing, Corporate Infrastructure, Competitive Philosophies, Integration Process Strategies, Affiliate Relationships, etc. Investor obtained and key process affiliates established to execute business plan.

Honeywell – Tulsa, OK

2/2003 – 8/2006

Program Manager - Engineering

- Complete sole responsibility for enabling large new capability complex programs success from concept to approval.

- **Key Experience:** As onsite IDG expert, developed Reverse Engineering (RE) Vane Pump program working with High Opportunity Area in Bangalore, India. Partnered with Honeywell Phoenix, AZ as RE Consortium of sites.
- Supported Honeywell Corporate as Technical Consultant for development of their Gas Turbine Engine Trend-Monitoring software.
- Extensive Heat Transfer Aftermarket Repair experience as Primary Oil Cooler & Fuel Heater Engineer (Flow, Temperature, Pressure).
- \$50M Site Financial & Technical Metrics coordinator reporting to Global Corporate Site Delegates & other Execs (Heat Transfer & Electric Power).
- \$700K IDG Program successful implementation. From program concept/development to successful production, including FAA approval.
- \$300K annual savings from 2 proprietary repairs developed on the Abrams M1A1 Tank reducing heat signature (Heat Exchanger Weld Repair).

American Airlines (AAL) – Tulsa, OK
Senior Power Plant Engineer

12/1997 – 2/2003

- Team Fleet Engine Spare Review, Hangar Support, Service Bulletin/AD Paperwork, Shop Support, Reverse Engineering Program.
- **Key Experience:** Complete responsibility for overall performance & reliability of ALL Oil & Fuel Pumps associated with 4 different model of narrow body Gas Turbine Engine fleets.
- Extensive Gas Turbine Engineering (GTE) experience including Test Cell upgrades, Technical Manual mastery, complete Repair Program development for Heavy & Light repair visit Scope of Work standardization, Tooling development to support Production, complete GTE disassembly and Reverse Engineering plan developer of high cost, long lead core engine parts for program consumption to optimize profitability.
- Sole Developer & Company Achievement Award for formulating a B737NG GTE Honeywell Model GTCP131-9B Fleet “Waterfall” 10 Year projected Gas Turbine Engine removal plan used for development of Contract Power-by-the-Hour (PBTH) terms with the piece part supplier.
- Extensive experience working with numerous GTE manufactured piece part deviation affects on overall engine performance. Approver for deviations.
- Responsible for Narrow Body Aircraft (Boeing 737, 727, McDonnell Douglas MD-80 and Fokker F-100) Gas Turbine Engines and associated intake/exhaust ducting systems.

BSW International Inc. – Tulsa, OK

1/1995 – 12/1997

Mechanical Engineer/ Design Coordinator

- Mechanical Design Coordinator of HVAC design changes to Wal-Mart Supercenter and Stores.
- Provided Cost Estimates for Total Mechanical Design Time (i.e. Required Employee Hours/Labor).
- Extensive coordination between Architectural, Fire Protection, Structural, Civil and MEP (Mechanical, Electrical & Plumbing) disciplines on Management Level.

Benham Group – Tulsa, OK

5/1994 – 10/1994

Mechanical Engineer

- Perform Mechanical Engineering Design including HVAC Systems, Fire Protection, Plumbing, Ductwork, etc.
- HVAC Load Analysis via the Carrier Cooling Load Software (E20-II),
- Performed Drawings from AutoCAD Release 12.0.
- Responsible for demolition/installation design including CAD, Job Walks, Cost Estimates, represented firm in Status Meetings w/ Client, and complete specification development.
- Codes Administered: ASHRAE, ASME, ASTM, BOCA, NFPA-13/IRI Requirements, SMACNA, UBC, UPC

Rockwell International - Tulsa, OK

2/1991 - 4/1994

Projects Engineer

- Assist development/support of Anechoic Chamber with Pylon Rotating System, Bi-Static Measurement System, X-Y Spray Robot, RAS/RAM Stealth Bomber automated production line, Core Form Automated Oven/Press, Classified Bond Room, Space Shuttle Payload Bay Doors, MX Missile, 777 Slats/Floor Beams, Explosion-Proof Baggage Container and Autoclaves for Military/Commercial projects.

Shell Western Exploration & Production Inc. - Bakersfield, CA

5/1990 - 1/1991

Mechanical Engineer

- Facilities Surveillance Engineer assigned to Central Coast Production Unit.
- Managed projects observing cost control and completion dates.
- Used Mechanical & Process Flow Diagrams to analyze field parameters for design changes to accommodate deletion or addition of oil/gas wells.
- Close interaction with Environmental Engineering to maintain/minimize emission levels.



Letter of Appreciation

As President of Triumph Accessory Services in Wellington, KS, Brent Dobbs served as my Director of Engineering and Corporate Technical Specialist from August 28, 2006 until September 30, 2008.

During this period, Brent made significant contributions to my organization. Brent made Engineering much stronger by reducing rework through the incorporation of Solid Works and by improved project execution by leading weekly MS Project review meetings and driving results. Brent enhanced quality/productivity within our shop by introducing new Engineering processes that would detect potential rogue units; thereby vastly reducing warranty issues. Brent completed several key test stand projects that were highly complex in nature with direct visibility to The Triumph Group board members. Brent also developed several Capital Expenditure Requests with detailed implementation plans that represented several million dollars of corporate funds. These plans were approved by The Triumph Group board members without revision, which was a testimony to Brent's attention to detail, solid planning and organizational skills; as well as showing his proficiency as a technical writer of in-depth Financial and Sales & Marketing plans. Triumph Accessory Services is currently successfully implementing the capital plans that Brent developed without any major problems.

Brent made several key personnel improvements to the Engineering staff. These employees continue to be very productive engineers for Triumph Accessory Services today. Brent made effective use of outside contractors and consultants to appropriately "get the job done". Brent also effectively managed several difficult employees to get positive results. I also trusted Brent to work from his home supporting me with several corporate projects that required sporadic travel and use of VPN/Remote Desktop access to various Triumph Group umbrella global site servers.

In return for Brent's valued contributions in these areas, Brent received significant bonuses from me for each year of his Triumph tenure.

Brent's departure from Triumph was not performance related and was a mutually agreed upon logistical decision. The Triumph Group needed more continuous on-site presence than Brent could provide as he resided in Tulsa, OK. Brent was offered several Triumph jobs with permanent relocation covered in Wichita, KS and Phoenix, AZ. Brent declined wishing to remain in Tulsa, OK for family reasons.

Brent Dobbs did a good job for Triumph and we wish him well in his future endeavors.

A handwritten signature in black ink that reads "Bob Bierk". The signature is written in a cursive style.

Bob Bierk
President
Triumph Accessory Services – Wellington



Nacelle/Thrust Reverser Systems Division
6911 N. Whirlpool Dr.
Tulsa, OK 74117

February 12, 2016

To Whom It May Concern,

As Vice-President, Engineering and Technology for NORDAM Nacelle and Thrust Reverser Systems Division, Brent Dobbs worked as a Project Engineer from September 9, 2013 to January 21, 2016.

During this time, Brent worked on assembling Safety of Flight letters for Nacelle components for our Gulfstream Flight Test program aircraft. This involved working with several different groups to assemble the data and then provide to the customer to allow the use of the parts for the flight test. Brent also ran the weekly IPT dealing with certification for one of our LRU components. This involved working technical issues, all documents for the required testing, the testing as well as working with supply chain for delivery issues for testing and production. The part has successfully completed its LRU qualification testing.

Brent also successfully planned and executed a company drainage test. This included writing the test plan, conducted some and supervised other parts of the testing and wrote the final test report. This allowed demonstration of compliance for one of the major parts of the design.

Brent's departure was due to the program reaching an end point and transitioning to differing needs from Engineering support to Production.

Brent did a good job for NORDAM and we wish him well in the future.

Regards,

A handwritten signature in blue ink, appearing to read "Cliff Shaeffer".

Cliff Shaeffer
Vice President, Engineering & Technology
NORDAM Nacelle/Thrust Reverser Systems Division



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Wednesday, February 10, 2016

To whom it may concern,

We have had the pleasure to work with Brent Dobbs when he used to be the project leader at Nordam.

During the entire project, Brent was a strong support and also a real facilitator for Crouzet; He has been a key player for both Nordam and Crouzet.

Brent has a very extensive experience and know-how across many different aspects of project and support. He understands well the customer and supplier needs.

We would not hesitate in recommending Brent for any other job.

If you have any question, please do not hesitate to call.

A handwritten signature in black ink, appearing to be 'V. Tardivel'.

Vincent Tardivel
Sales & Marketing Director
Crouzet Aerospace & Defense
Cell: +33 (0) 6 85 30 02 27

A handwritten signature in black ink, appearing to be 'S. Abrieu-Bedault'.

Sylvie Abrieu-Bedault
Product Line Manager