

Christopher Baker

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<http://www.quickproadministrativeservices.com>

Mechanic, Technician

OBJECTIVE

I would like to become a team member of a good company with opportunities for advancement, and also to meet new challenges, while expanding my technical skills set, thus becoming a valuable asset to a company.

SKILLS

Mechanical Skills:

- Hydraulics
- Pnuematics
- Engine Service Checks (Turbine engines)
- Blueprint Reading
- Schematics
- Aircraft Assembly
- Process Instructions
- Line maintenance
- Heavy Overhaul maintenance
- Advanced Composites Fabrication

Other Skills:

- Customer Service
- Computer Skills (Microsoft Word, Outlook)

CERTIFICATIONS

A+ Certification. (CompTIA)

Airframe and Powerplant License (FAA)

AWARDS

Bronze medal from the Transportation Security Administration for Organizational Development. Nov 19, 2003.

EXPERIENCE

5/24/07 - Present QuickPro Administrative Services (small business) Plano, TX

Webmaster

I setup, and maintain office equipment as well as help proofread, and correct documents before submittal to the client. I launched two web sites (1 subdirectory site, and 1 .com). Used Dreamweaver on subdirectory site supplemented with HTML, and CCS. I Submitted <http://www.quickproadministrativeservices.com> to a list of free directories, and search engines on the web. On a ongoing daily basis, I copy web site stats into Excel, and analyze host report data for new additions, name and location of IP addresses for web trend analysis. I continually update web site for SEO. I created and uploaded sitemaps, and added verification META Tags to websites.

10/16/2006 to 12/1/2006 M1 Services Denton TX.

Aircraft Mechanic

747 NASA Project Edwards AFB

Worked as a Aircraft Mechanic on the Space Shuttle carrier a/c 911. Assisted in removal of all inbd and outbd flaps, #7 and #8 flap tracks, #1 and #3 engines (bootstrap method). Assisted in the installation of the #1 engine. Assisted in the preparation of flap tracks for forward bearing inspection. Inspected fuselage from one zone to another zone for corrosion, also the slanted pressure bulkhead in the cabin area. Assisted in removing liners and panels for taking of samples of adhesive used on the insulation. Removed and reinstalled wing fillet panels, and replaced missing nutplates.

4/05 – Present

Attended and completed A+ certification class at SMU-Legecy. I created web pages for both myself and a client. Worked with Microsoft Word using master and sub documents.

7/26/04 to 4/29/05 Bell Helicopter Hurst, Texas

Material Bonder

Work as a Material Bonder fabricating parts for helicopter blades using advanced composite materials. Processes include hand cutting, and lay up of materials, bagging parts to be cured for the autoclave, unbagging and cleaning and processing of cured parts. Cleaned composite blades and spars with right angle, drill motor, and orbital sander. Made cutouts in blades and spars using a diamond grinding wheel.

12/15/2003 to 6/07/04 Lockheed Martin Ft. Worth, Texas

Aircraft Assembler

Assembled and reworked the center section of F-16 fighter aircraft in the Air Test area. I inspected and corrected defects such as: high, thread protrudence, gaps under fasteners, tool marks, improper installation of grommets. I assisted in the installation of setup tools,

and the drilling of the holes, and riveting. I also assisted in the installation of fuselage skins, and dorsal sections using process instructions, visual aids, and blueprints.

09/2002 – 12/08/2003 TSA – DFW Airport Dallas, Texas
NOVEMBER 19, 2003 RECEIVED BRONZE MEDAL IN WASHINGTON DC FROM
THE TRANSPORTATION SECURITY ADMINISTRATION FOR:
ORGANIZATIONAL DEVELOPMENT
Security Screener

Provide safety and security of the traveling public through the screening of passenger and their baggage. I worked at both the checkpoints and at the CTX – 9000 machine.

11/2000 - 4/2001 Vanderberg & Associates Mountain View, CA

Production Assistant

Worked as a production assistant in a technical publications environment. Entered editorial corrections, indexing, as well as creating tables, and templates in Framemaker. Past clients included Sun Microsystems, RocketCash, and SGI.

1/1989 - 11/2000 United Airlines Oakland, CA

Aircraft Mechanic

I worked as an Aircraft Mechanic on mostly Boeing 747-100 and -400 aircraft. I performed service checks; overhaul maintenance, non-routine items, on the airframe, and the engines.

Service checks on the airframe included changing the hydraulic filters in the pylons, and the return filters in the wing roots. Removed and installed flight controls such as the spoilers, elevators, flaps, and the leading edge flap drive motors, replaced worn or damaged tires and brakes.

Service checks on the engines included changing the igniter plugs and leads, changing the fuel, CSD, main engine oil, and filters, checking the chip detectors for metal contamination, lubing the fan blades, replacing the starter motor.

We replaced the engines using the crane, or the bootstrap method. We removed, and reinstalled the pylons usually so that sheet metal could gain access, or for migrating bearings. I also worked on other types of aircraft doing the same sort of thing (DC-10, Boeing 727, and a few minor services on the new Boeing 777).

On the pneumatic duct rework project, we removed and replaced all the ducts (APU, crossover section, and the wings). I received an instant recognition award from my foreman Ken Hipple for my job performance in this project.

I replaced air conditioning packs along with the check valves, and the water separators. Many times the ADP's (Air Driven Pump), and the turbine drive assemblies had to be removed for access. Performed service checks on the turbine drive assembly on the ADP's (changing oil and filter).

10/1987 - 12/1988 Continental Airlines San Jose CA

Aircraft Mechanic

I worked as an aircraft mechanic working on the line at San Jose. Serviced DC-9, MD-80, 727, 737 aircraft. Performed overnight checks on both the exterior and cabin of the aircraft, including operating of the APU's. This service checks included such things as checking tires and brakes for damage and wear, oils and oxygen quantities, aircraft for external damage, missing static wicks, lighting for operation, slides, life preservers, and other emergency items for in service dates. After the checks were complete, bad tires, and brakes were replaced, oxygen bottles were removed, serviced, and then reinstalled in the aircraft. Light bulbs would be replaced in lighting systems, or troubleshoot if the bulb wasn't the problem. I blended out numerous nicks in fan blades caused by foreign object damage.

6/1987 – 10/1987 Naval Aviation Depot Alameda CA

Aircraft Worker

I worked as an aircraft worker on the A-6 Intruder rework line. I removed and installed components in the wing fold system such as Hydraulic lines, and swivel fuel lines, wing fold actuators.

11/1985 – 4/1987 World Airways Oakland CA.

Aircraft Mechanic

Line and overhaul maintenance. I performed service checks on DC-10-10 and -30 series aircraft, and GE engines (CF 6-50). Removal and replacement of components such as wheels, and brakes, APU starter motors, engine components (filters, igniter plugs, fuel pumps, etc), oxygen bottles.

12/1980 – 4/1984 Helicopter Minesweeping Countermeasures Squadron 16 NAS Norfolk VA.

Aviation Mechanic Hydraulics (AMH)

Assistant supervisor and maintenance of the Sikorsky RH53D helicopter in the airframe shop. Job includes workload co-ordination and personnel management, flight control rigging, removal and replacement of hydraulic components, landing gear drop checks, tire replacement, and a never-ending battle to remove air from the blade dampening system.

Later during my assignment at HM-16, I helped supervise and maintain the tool control program, and working with aviation supply in procuring specialized test equipment. My collateral duties included training petty officer, and safety petty officer.

1/1976 – 12/1980 Squadron HT-8, NAS Whiting Field, Milton FLA

Aviation Mechanic Hydraulics (AMH)

I have 4 years experience on Bell 206 Jet Rangers as an AMH when I was in the U.S. Navy. While there, I first worked as a plane captain. My duties included: marshalling the aircraft in and out, checking the aircraft in the morning for water contamination in the fuel cell, navigation, and landing lights for proper operation, main and tail rotor transmissions, hydraulic reservoir, and main sleeve blade reservoirs for proper oil levels. I transferred later to the airframe shop, where we checked the break out force on the swash plates, which were usually out of tolerance in which case, we re-shimmed, cleaned the Teflon coated uniball, and re-greased the swash plate. We replaced leaking flight control actuators, which are located over the passenger compartment.

EDUCATION

2006 SMU - Legacy CompTIA A+ Certification Class Core Hardware/ Operating Systems (96hrs).

The course covered Core Hardware and Operating Systems both theory, and practical hands on training in the lab on test computers. In the lab, hardware was removed, and reinstalled using the proper grounding procedures. The blank hard drive was partitioned and formatted, and the operating system was then installed. Also in the lab, there was hands on training on basic networking, such as configuring a workgroup or domain, and downloading and installing the Recovery Console for XP from the network share.

2004 Bell Helicopter/ Tarrant County Community College
Advanced Composites Fabrication 60hrs.

2004 Lockheed Martin courses covered:

Basic Engineering Drawing	Electrical Bonding
Precision Measurement	Lockbolt Installation
Blind Fasteners	Riveting
Torque	Sealant
Drill, Ream and Countersink	Wire Harness Installation

1989 – 1994 United Airlines US-CA-Oakland
Class Best Maintenance- Problem Solving Approach to Quality
727 System Introduction
747 System Introduction
Troubleshooting Process

1988 Continental Airlines US-CO-Denver
Class B727 A&P Familiarization
Class MD80/DC-9 A&P Familiarization
Class 737-300/200 A&P Familiarization

4/1985 Texas Aero Tech US-Texas-Dallas
FAA Certification (Airframe and Powerplant license)

1980 U.S. Navy US-CA-Tustin
Class RH53D Sikorsky Helicopter Hydraulic School

1976 U.S Navy US-TN-Memphis
Aviation Hydraulic School (A)

ADDITIONAL INFORMATION

I have 23 years of experience all told in the aviation field. I started working in the aviation field in 1976 when I joined the U.S. Navy, and was trained as an Aviation Hydraulicsman (AMH). I have my own tools valued at around \$1600.00.