**TODD M. BAILEY**

**Overview**

Thirty years of aircraft modification experience, including engineering design, engineering management, program management, production management, business development, contract development, technical sales, customer and vendor management, FAA certification, PMA, AS9100 quality systems, and ITAR regulations.

**Education and Training**

B.S. Aeronautical Engineering, University of Washington, 1992.

Courses in Effective Supervising, Human Factors in Aviation and Boeing Shop Familiarization.

Proficient in SolidWorks, AutoCAD, and Microsoft Office.

**Employment History**

**VP of Operations**

*Peregrine Avionics,* Englewood, CO

July 2021-Present

Supporting a team of experience design and certification engineers and manufacturing personnel to develop FAA-STC approvals for the retrofit of new avionics solutions in legacy aircraft. Developing and revising procedures to improve efficiency and facilitate expansion into structural design and fabrication capabilities. Promoting company goals of achieving FAA-ODA delegation and expansion and diversification of the company customer base.

**Engineering Project Manager**

*Coulson Aircrane,* Port Alberni, BC Canada

November 2020-July 2021

Managed of a team of eight structural design engineers developing aircraft modification engineering to convert surplus military, civilian and transport aircraft into aerial firefighting aircraft.

**President**

*AirMods LLC*, Colorado Springs, CO

May 2014-October 2020

Hired and managed of a team of seven structural engineers and shop technicians providing design and fabrication support for companies who modify special missions aircraft (ISR/surveillance, weather research, and firefighting), plus cargo conversions and avionics upgrades.

Responsible for business operations, engineering management, business development, company finances, customer and vendor management, contractual compliance, quality management, procedure development, HR, payroll, and project management. Also performed engineering design, on-site customer support, aircraft surveys, technical sales support, and certification and conformity support, including working with contracted DERs for 8110-3 approvals, STC development, and Public Use projects.

Leased a 5,600 square foot facility, purchased fabrication equipment, hired engineering, manufacturing and administrative staff, and set up an AS9100D-certified manufacturing facility for fabrication of aircraft sheet metal parts and assemblies, machined components, control panels, sheet metal and composite mission consoles, and AirMods-proprietary designs such as the Universal Mission Console. Developed procedures for using 3D printers for engineering mockups, check-fit parts, and tooling dies, resulting in significant savings over traditional steel tooling. 3D-printed over 500 items of free PPE for NYC nurses during the early days of the COVID-19 pandemic.

**Director of Aircraft Programs**

*Trine Aerospace (formerly Genesis 3 Engineering)*, Colorado Springs, CO

October 2006 – April 2014

Led engineering, production, program management teams and supported business development for aircraft modification projects for surveillance, maritime patrol, and other special mission aircraft. Developed project bids and proposals, provided project estimates, and managed modification programs per cost and schedule targets. Supported technical sales efforts including trade shows and customer support roles.

Assisted with certification processes including FAA (Form 337 Field Approvals and STCs), public-use and foreign government certification environments. Identified as one of two critical employees during company ownership change. Recruited as contractor through AirMods after departure.

**Engineering Manager**

*ARINC Aircraft Services*, Colorado Springs, CO

August 2004 – October 2006

Responsible for 16 engineers and Designated Alteration Station (DAS) staff performing Honeywell EFIS “glass cockpit” upgrades on military King Airs, as well as installation of Iridium, RVSM, Satcom, and other avionics system upgrades for business and large commercial aircraft. Noted by peers as “The best thing to happen to this organization.”

**Lead Mechanical Design Engineer**

*Midcoast Aviation*, Cahokia, IL

January 2002 – August 2004

Designed structural installations for avionics upgrades such as TCAS, EGPWS, GPS, ELT, Satcom and radome modifications, pitot-static systems, radiotelephone and other systems on Gulfstream, Challenger, Hawker and King Air corporate aircraft

**Mechanical Design Engineer**

*Boeing Airplane Services*, Issaquah, WA

May 2001 – January 2002

Provided engineering oversight and configuration control for aircraft modifications and reconfigurations of galleys, seats, sidewalls, closets, lavatories, and other interior components on 747 and 777 aircraft for airline customers.

**Mechanical Design Engineer**

*Jet Aviation*, Basel, Switzerland

April 1998 – April 2001

Structural engineer designing galleys, credenzas, cabinets, and other interior components for seven executive aircraft completion projects on 767, A319 and BBJ aircraft. Received Letter of Recommendation upon departure.

**Mechanical Design Engineer**

*Associated Air Center*, Dallas, TX

August 1997 – April 1998

Designed VIP interior modifications including retrofit and integration of galleys, closets, cabinets, partitions, headliners, lighting assemblies, and other interior components on a 747SP Head of State aircraft.

**Mechanical Design Engineer**

*Triad International Maintenance Company*, Greensboro, NC

December 1996 – July 1997

Engineering support for interior modifications to commercial aircraft for domestic and international airline customers, including avionics retrofit kits for Satcom, Airshow, and weather radar installations.

**Mechanical Design Engineer**

*The Boeing Company*, Everett, WA

June 1991 – November 1996

Payloads design engineer for 777 Cargo Systems. Liaison engineer for 747/767. Lead Engineer for 747/767 Cargo Linings Group; 1991 & 1992 Summer Intern. One of the youngest Lead Engineers in the company.

**Operations Staff Member**

*F.K. Kirsten Wind Tunnel*, University of Washington, Seattle, WA

October 1990 – December 1992

Responsible for model installation and aerodynamic data acquisition for vehicles such as aircraft, bobsleds, business jets, ram air turbines, and the prototype Boeing 777.