**David Howard**
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## Accomplishments

*NATO-AGS Airworthiness Technical Documentation.* As project lead, I coordinated all efforts with the prime contractor, Northrop Grumman, and the Italian airworthiness authority, DAAA (Directorate for Air Armaments and Airworthiness) related to the propulsion system approval. This required a thorough review and compilation of over twenty years of technical data. I led a small team to write and edit the airworthiness document to allow NATO to begin flying the aircraft. I served as the main point of contact to the prime contractor, DAAA and NATO, and conducted the airworthiness reviews.

*Global Hawk Power Increase.* I led an engineering cross functional team to increase the power output of the engine. This required writing the initial proposal, coordinating the technical tasks of multiple departments, managing the budget and establishing effective lines of communication between groups. As project lead, I was responsible for editing and publishing the final reports, and writing the final airworthiness report. The project required a thorough understanding of the aircraft and propulsion system design.

*Writing.* My background includes a Master's degree in English. My reason for pursuing this degree was to satisfy a long held interest in literature and creative writing. The classes I took included fiction and creative non-fiction, as well as textual evaluation. I have since used these skills by self-publishing two novels and a collection of short stories, which are available on Amazon, Itunes and Barnes and Noble, among others. As an engineer, I have put my knowledge to work by authoring several large reports, most notably the NATO-AGS airworthiness report referenced above. Links to my writing samples can be found at https://twswrite.com/.

*Product Test Specification.* Throughout my career I have had numerous opportunities to define and write test requirements for various types of equipment. For a military application, I used raw vibration and acoustic noise data from the customer and airframer to develop an accelerated lab test. This required understanding the times at various levels around the flight envelope, and then turning this into test level bands that could be performed in a lab. In a turbine engine application, I used field engine deterioration data to determine an accelerated sand ingestion test for a pneumatic valve. The key to these and other similar projects was understanding the mechanisms of fatigue and deterioration, and then distilling the data to a point where a valid test could be performed in a controlled environment.

*Led a team of 25 engineers, draftsmen and illustrators in a documentation reproduction effort*. The U.S. Navy needed to reproduce a complex engineering data package in order to continue production of equipment for fighter aircraft. By choosing the right mix of talent and using efficiency techniques to streamline the process, I was able to lead a team to complete the project three months ahead of schedule. As a result, the U.S. Navy was able to maintain equipment delivery schedules. This also allowed a $15M contract booking before the end of the fiscal year.

## Education

BSME, University of Michigan, 1984
MA in English, IUPUI, 2010

## Employment History

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| Naval Avionics Center | Mechanical Engineer February 1985 to August 1995 |
| Delco Electronics | Mechanical Engineer August 1995 to December 1995 |
| Naval Avionics Center/ Hughes/Raytheon | Project Engineer January 1996 to October 2007 |
| Rolls-Royce | Project Engineer October 2007 to July 2016 |
| Tech-Writing Services | Lead, July 2016 to Present |

## Other Interests

Written and published three books.
Drove a Formula Vee in SCCA road racing events around the Mid-West. I did all my own suspension setup and car maintenance.