

Eamonn Powers

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Summary

The business of aviation training is my craft, one I take very seriously. By hiring me you gain an aviation training professional who has been able to show they can authentically lead from any level with equal parts technical experience and business mindedness.

Education

Old Dominion University - Doctoral Student in Instructional Design and Technology ('21)

University of North Dakota - Master of Business Administration – Graduate May 2018

Miramar College - Aviation Maintenance Technology Certificate – Graduate May 2010

Florida Institute of Technology - B.S. Aviation Management – Graduate April 2007

Ratings and Certificates

Airline Transport Pilot Land

Commercial Pilot Sea

Airframe and Powerplant Mechanic

Certified Flight Instructor CFI/CFII/MEI

UAS Pilot Certificate

Type Ratings in

- EMB – 550

- ERJ – 170

- ATR – 42/72

- CRJ – 200

Current Research

Effective Systems Integration Training – A Pilot Study

A mixed methods study research study looking into the instructional design elements and tools used in systems integration training for several active aircraft programs. To be completed by Dec 2019.

Push Start - A systematic literature review of instructional design in game-based learning

A systematic review of the literature in game based instructional design and call for additional research on its potential application to adult based technical training. In review for submission.

Conferences

Speaker: World Aviation Training Summit (2019)

How can Professional Training Organizations fill the gap between class and cockpit with informal training?

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Presented preliminary research into informal learning possibilities for the aviation sector with a focus on leveraging mobile technology, increased data driven instructional solutions, and implementations of game based instructional methods to increase engagement.

Experience

Director of Programs – FlightSafety International (2018-Present)

I lead the Development team at the 1172 learning center. I serve my team by providing them overall vision, specific expectations, and careful guidance. Over the past year we have taken on a number of initiatives that have proven to be successful including. The implementation of a new 'complete cycle' Errata system which increased errata capture by 400% and reduced turnaround times, where 90% of errata entered is corrected within 60 days from entry.

We've implemented sound project management principles including the integrated use of PowerBI (reports), ClickUp (task management), and targeted weekly Gold Meetings (Quality Assurance). I launched and managed a new branding initiative to align our developed materials to have a modern more unified look across all product offerings. I've worked very closely with our OEM, Pilatus, to improve our relationship as well as our shared products including: the development of a shared process document, the implementation of JIRA as an intercompany communication tool, and the proposal of two new course concepts (Initial Experience & APEX Avionics).

In recent months my main focus has been on improving the customer's experience with our products at a core level. We're calling it Systematic Flight Training and it's an instructional design approach that we're currently implementing on the PC-12. Full details can be provided.

Assistant Director of Programs - FlightSafety International (2015-2018)

I worked with my Director to ensure the training goals of FlightSafety and our client, Embraer Executive Jets, are met with modern courseware product offerings. I help lead a team of creative individuals to develop new materials for pilot and maintenance training. I often must uphold regulatory compliance, content specifications, and budget constraints, as well as seek ways to make improvements to curriculum elements and overall design.

I have experience leading developers and Subject Matter experts in the development of presentations, books (print and ePub), computer based training, and manuals. In addition to the compliance and creative demands of the work environment, I initially developed our means of tracking priorities and managing internal development budgets and I managed the development of our Interactive Classroom menu, CoPilot.

I led project development for FAA Initial and Recurrent Training, EASA Initial and Recurrent Training, Category II training, HUD/EFVS training, and RNP AR Training. This includes working directly with regulatory authorities and the OEM in operational evaluations along with the subsequent development of FSB reports.

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Outside the Saint Louis Center, I participated in a number of enterprise working groups including: Project leader for Pilot Recurrent Operational Dayflow workgroup, InDesign In-5 workgroup participant, Blended Learning workgroup participant, and ISS training workgroup participant.

Ground/Simulator Instructor - FlightSafety International (2014-Present)

Initially, I was hired on as an Embraer 170 instructor. After six months I was placed on the Embraer Legacy 500 aircraft where I taught ground school and provided Subject Matter Expert services to the programs department in the development of the recurrent pilot training program. I continue to teach on a limited basis both clients, as well as, new instructors.

Owner/Chief Flight Instructor/Mechanic – Power Performance Aviation then AP Aeronautics (2008-2014)

This was a formative time for my skills in management, customer service, and product design. I started my company in the months following my furlough at Comair Airlines. I initially focused on contract flight instruction while I went to A&P School at night. After getting my A&P, I began to specialize in aerobatic instruction and tailwheel training, while maintaining similar airplanes in the local flying community. So as to keep overhead low, I self-taught myself Adobe Photoshop, Illustrator, and Muse to develop websites, print ads, and enhance my curriculum.

These skills wound up proving useful as my company expanded to include basic flight training and lucrative partnerships with both aircraft manufacturers and local universities. In the fall of 2013, I had 18 employees, 11 airplanes, 1 published training manual, internal maintenance with inspector authorization, an FAA part 141 certificate, and authorization to perform Diesel aircraft engine conversions.

Other Jobs

I've had a number of other jobs over the years including:

- Serving as a First Officer for two airlines (Comair and American Eagle)
- Managing and flying a FAA Part 135 operation in Hilo, Hawaii doing Volcano Tours
- Teaching as an adjunct professor
- Selling real estate as a licensed realtor in San Diego, CA
- Delivering aircraft around the world for Liberty Aerospace

In Closing

I genuinely appreciate you taking the time to read my resume and evaluate my potential for this position. I know I can learn fast, work hard, and uniquely contribute to the team's success.