

Richard A. Allcorn

eMail: rich@allcorn.us

+01 512.844.7424 website: <http://rich.allcorn.us>

INTRODUCTION

I am an exception to the rule. I learn fast, master things quickly, and I remember. I have an engineering mind, love computers and technology, mechanics, etc. and never tire of learning more. I am a big team player, loyal, with strong ethics, and very dependable. I have been driving since I was 8 years old, and started on a standard transmission. I can drive just about anything! Let's talk!

SKILL HIGHLIGHTS

- CDL – Class AM certified driver (M=motorcycle also)
- CDL – Class A endorsement: 5th wheel; manual transmission
- CDL – Class A endorsement: tanker, double/triple trailer, Hazmat
- TWIC - TSA Security Badge (clean background)
- CDL – Class A endorsement: Passenger Bus, School Bus (inwork)
- Driving & Safety Trainer for CDL Drivers to pass TXDPS Drive Test
- Previous military experience driver; including various forklifts, special vehicles, warehouse tug, Coleman (large scale tug), etc.
- Extensive farm & implement equipment experience/skills
- Experience with flatbeds, tankers, and pneumatic sand trailers
- Mechanically minded; work well with vehicle maintenance
- Thorough understanding of PTO systems and their operation
- A "BIG" proponent of driving safety and accident prevention
- Experience with 5, 8, 10 18 and 21-speed manual transmissions
- Excellent health and fitness, good diet, strong lifter
- I already have a hard hat, gas mask, gas sensor, fire retardant coveralls and clothing, gloves, steel toe boots, etc.
- Well trained in fire extinguisher operation and on-site first aid
- 2+ years experience with tanker trailers
- recently trained on pneumatic sand trailers
- in-touch, reliable, dependable, safety conscious

MY IMMEDIATE GOAL

I want to be driving a class A commercial vehicle, with trailer, to gain more local and highway experience. I have years of practical experience, but from my earlier years I have no logs, for my military experience, for my experience driving various equipment on our ranch, and for the 2+ years of hauling crude oil, and salt water, fresh water, etc. for Byler Trucking in Ballinger Texas. I have, however, learned a great deal over the years, about driving. After years of working as a contractor in the IT field, I am back to commercial driving again, and eager to prove myself on-the-road. Recently, I worked again with flatbeds, and with pneumatic sand trailers, to ensure I would be qualified for just about anything. The only thing remaining is time ... time behind the wheel. That is my immediate goal. I want to drive, and to put my money back into savings, with the possible consideration for a later purchase of my own rig.

EDUCATION / CERTIFICATIONS

Graduate BA in Biblical & Theological Studies; AS in Computer Information Systems
Certified in Avionic Communications & Navigations systems, electronics repair/maintenance - USAF/USAFR
Certified in Business Management & Leadership Techniques – CCAF, ACC, Dell Computers
Certified in Newspaper Journalism; served on newspaper & yearbook design staff; an experienced writer
Competed in state competition in Sales Presentations; phenomenal, effective salesman
Certified Open Water Scuba diver with PADI
Certified in Basic Electronics Troubleshooting & Repair; effective quality soldering training
Certified in People Management and Supervision - CCAF, ACC, USAF/USAFR
Certified in Boy Scouts of America - certified Chaplain; Charter Org Rep; Scoutmaster/Trainer

Military Experience: served 10 years - USAF/USAFR

Ham Radio - General Class [K7RLY]; GMRS [WQTS370]; 3rd Class Radiotelephone, broadcast endorsed;

Master Shell Scripting certified – LINUX Training Academy; ongoing LINUX/classes in-work

Licensed/Certified CDL Class AM Commercial Driver, with all major endorsements (tanker/doubles/Hazmat)

QUICK SUMMARY

CDL Class AM Licensed Driver (tanker/doubles/hazmat)

I enjoy driving ... I always have. I've been driving since I was 8yrs old, licensed since I was 14 (TX hardship), and after hauling cattle and driving all sorts of heavy equipment on the ranch, I started driving various vehicles in the Air Force. After leaving there, I obtained my chauffeurs license (1982) and pulled tankers for a little over 2yrs. In 2016-2018, I put over 80,000+ miles, driving my brand new Jeep Cherokee on a sales job. This year (2019) I obtained my CDL Class A license, and was asked to teach driving safety and principles at Austin CDL Services. While there, I learned of sand hauler jobs in the Midland Texas area, and worked out a deal with ONPAR Trucking to get some training on the pneumatic sand trailers. While there, I obtained my PEC, and obtained fire retardant clothing, gas sensor, hard hat, etc. and training for being on the rig sites.

Having worked on farm equipment for years, and with various hardware in the military (trucks, forklifts, tugs, etc.) I have learned to maintain vehicles properly and to spot safety issues early, thus avoiding further damage to vehicles and potential safety issues that could arise from various failures. I have a mechanical mind, and was rated in the US ASVAB testing with high percentages in motor and general mechanics, clerical administration and electronics. In other words, I can see it, learn it, and do it! I remember it, and often can later teach it.

Having worked at various Tech Support and Customer Support roles, including Hot Customer Escalation Mgr, I excel at working with people. I was once hired to sell Home Security Systems because of my love for working with people. Naturally, I rose to the top as their top sales representative.

I am extremely adaptable, learn and understand quickly, and remember. I can work autonomously, with little or no supervision, knowing I am "trusted" to accomplish the assigned tasks.

DRIVING WORK HISTORY

Farm/Ranch (West Texas region) - **trucks, cattle trailers, heavy equipment** January 1967-April 1978

- learned to drive on a standard shift pick-up truck
- pulled cattle trailers, horse trailers, equipment flatbeds
- drove various tractors and heavy equipment, working with PTO drive systems, plows, shredders, etc. where safety and proper operation and maintenance was vital
- worked with various fuel systems (gasoline, diesel, propane) in refueling
- proper equipment maintenance (greasing, safety checks, fluids refills, etc.)

USAF / USAFR (Austin/Bergstrom TX, George AFB, CA, Taegu, KOREA) - April 1978-July 1991

- drove tractor/trailer flatbeds used to haul large mobility pallets
- drove step vans, line trucks, work utility trucks
- managed all sorts of line equipment, power generators, cooling systems, pneumatic pumps, etc.
- drove Coleman used to part 8 million dollar aircraft next to one another in the hangars; with dual steering (front and back) these were used to tow an aircraft to the hangar and then to park it safely inside
- warehouse tugs (towing smaller trailers, mobility bins), forklifts, all-terrain forklifts, passenger bus, vans

Byler Trucking (Ballinger TX) - **tankers, flatbeds, fraq tanks** January 1967-April 1978

- obtained my chauffeur's license (then all that was req'd) for driving tractor/trailer rigs
- drove tankers, hauling salt water, brine water, crude oil
- drove flatbeds, hauling various oil field equipment
- pulled heavy fraq tank (loaded) trailers, with a cab-over Peterbuilt 21-speed
- pulled cattle trailers, horse trailers, equipment flatbeds

Austin CDL Services (Manor TX) - **training to pass CDL Driving Test** April 2019-May 2019

- practiced driving in traffic, clutch operations, proper legal maneuvering of tractor with trailer
- learned how to "double-clutch", a new requirement for CDL testing
- perfected skills with Pre-Trip Inspections, Air Brakes Inspection, etc.
- performed trailer maneuvers – backing, maneuvers and various parking schemes
- focused on driving safety and courtesy

Austin CDL Services (Manor TX) - **Hired to Teach Students on CDL Driving** May 2019-June 2019

- they liked my driving skills so much they hired me to "teach" the new students – safety & driving
- focused on smooth shifting, lane positioning, proper turning techniques and alertness to environment, obstacles, and other drivers; focused on what to do to avoid situations, and the proper mindset towards regular car drivers
- instructed on double-clutch principles, the purpose for the double-clutch, and perfecting its use
- instructed on backing, maneuvering, parallel parking; and how to focus on the trailers position at all times, proper steering techniques, etc.
- focused on proper lane positioning, proper/legal left and right turns, and how to perform them; proper distance (when stopped, following, passing, etc.) and proper deceleration to allow for extra weight onboard, changing situations and to be prepared for "surprises" in traffic
- covered proper quick frequent review of vehicle to ensure safety and catch issues before they become a really big deal
- while there, I was encouraged to try my hand at sand trucking in the Midland TX area

Georgetown ISD (Georgetown TX) - Training for Passenger/School Bus Test May 2019-June 2019

- registered, background checks and drug testing for Georgetown ISD
- learned the various parts of the school bus
- performed ride-alongs to see proper operation of bus and passenger interaction
- learned the student tracking/logging system to ensure student positions were always on-line/recorded
- was preparing for the driving test when the opportunity came along to train with ONPAR Trucking

ONPAR Trucking, LLC (Midland TX) - training on pneumatic sand trailers June 2019-July 2019

- connections thru a friend-of-a-friend put me in touch with Jerry Parsons, owner of ONPAR Trucking
- trained on pneumatic sand trailer operation, construction and principles of operation, maintenance, etc.
- trained on maintenance and pre-trip inspections of related equipment needed for these trailers
- trained on the oil rig site functions, safety and maneuvering of the trailer, and unloading of sand to silo
- trained on sand pick-up at various vendor sites, how to proceed with each, and weight management
- training on Bill of Lading, paperwork, documentation and reporting; then interfacing with rig site paperwork, forms, appropriate dissemination of paperwork after job