

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 – endorsement: 5th wheel; manual & automatic transmission
- CDL – endorsement: tanker, double/triple trailer, Hazmat
- TWIC - TSA Security Cleared Badge (clean background)
- CDL – working on: Passenger & School Bus (tests passed, inwork)
- Driving/Safety Trainer/Instructor to new Drivers (prep for test)
- Previous military experienced driver; many forklifts, heavy equipment; 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 my 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, oil transport
- recently trained on pneumatic sand trailers and long flatbeds
- in-touch, reliable, dependable, safety conscious

MY IMMEDIATE GOAL

I want to work driving a class A commercial tractor trailer, to gain more driving and road experience. Years of practical experience, driving since 8yrs old, just put over 92,000 miles on my 2017 Jeep already; I have experience driving in the military, driving various equipment on our ranch, and for 2½ years of hauling crude oil, and salt water, fresh water, etc. for Byler Trucking in Ballinger Texas. I have learned a great deal over the years, about driving, traffic and driving safety. 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 53ft flatbeds, and with pneumatic sand trailers, to ensure I would be qualified for just about anything. The one thing remaining is time ... time behind the wheel. That is my immediate goal. My wife and I are working to build up our savings for retirement. She will remain in Georgetown, working here, and I will drive and put my entire paycheck back into our savings. I don't mind long hours, long work weeks/weekends, etc.; I'm ready for it!

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 12 years – USAF/USAFR - high scores in all 4 areas of ASVAB .
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). I have hauled cattle, farm implements, hay, etc. in my early days up through High School.

I started driving various vehicles in the Air Force, from 18-wheeled tractor/trailer flatbed rigs, to step vans, line trucks, Colemans, warehouse tugs, various forklifts, etc.

After leaving the Air Force, I obtained my chauffeurs license (1982) and pulled tankers for a little over 2yrs, hauling crude oil, and often fresh water, salt water and brine water as well.

In early 2016, I began working for Guardian Protection Services, selling home security systems. During that time I drove all over Central Texas and put over 92,000 miles on my new Jeep Cherokee Trailhawk, in all kinds of traffic, often driving long hours and distances (Central Texas region).

Early in 2019, I began taking the tests for my CDL, and learning the differences in things that have changed since I was driving back in the early 1980's. I paid Austin CDL Services to help me with the new "double-clutch" that is now required during testing, and to help me with the in-cab airbrake tests and pre-trip inspections that fail so many. I did so well they hired me to train their students in safety, and to prepare "them" for their CDL testing. I was working there, while continuing to try and find my niche of where I wanted to be. I taught standard and automatic transmission, with a tractor and a flatbed 48ft trailer. I continued testing until I passed all of my Class A endorsements, the double/triple trailer, tanker, hazmat, and hazmat tanker, along with the endorsements for 5th wheel and standard shift. I obtained my TWIC TSA Security ID card, and even passed the written tests for the passenger bus and school bus as well. (driving test pending)

While at Austin CDL Services, I learned of the 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, my gas sensor, a hard hat, reflective vests, etc. and training for being on the oil rig sites and environment. Afterwards I accepted a job with Melton Truck Lines, driving 53ft flatbed trailers. I later decided I prefer the Central and Southern US regions, and returned to training drivers with Austin CDL Services, until I could find another position.

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 use the same preventative practices in traffic, to plan for potential situations and avoid them. I have a mechanical mind, and was rated in the US ASVAB testing with high percentages in motor and general mechanics, clerical administration and in electronics. In other words, I can see it, learn it, and do it! I remember it, and often can later teach it.

At Dell Computers, I was asked to lead the "Hot Customer Queue" because they thought I excelled in dealing with irate and upset customers. At Guardian Protection Services, I was hired because of my love for working with people. Naturally, I rose to the top as their top sales representative. So, I know how to deal with people, how to build relationships, how to team build, and how to diffuse otherwise hostile and unwanted situations.

I am extremely adaptable, and I learn and understand quickly, and remember. I can work autonomously, with little or no supervision, knowing I am "trusted" to accomplish the assigned tasks. Granted, as of this past year, I am having to start over with my CDL driving and on-the-road experience in a tractor trailer rig, but I want to learn, to grow, to build my experience, and to excel in safety, in my driving skills, paperwork, my choices, and my value to an employer.

Please give me the opportunity to prove myself to you and your company ...

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 the Coleman used to park the 8 million dollar aircraft next to one another in the hangar; it had dual steering (front and back), and it is used to tow an aircraft to the hangar, then 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

[recent history]

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

I trained at Austin CDL Services, to learn the new "double-clutch" techniques, and to prepare for the in-cab airbrake test and Pre-Trip Inspections required by TXDPS in the driving portion of obtaining my CDL Class A License, with standard transmission and 5th Wheel endorsements. I learned so fast, and they liked my driving skills so much, they hired me to "teach" their students.

- I helped students practice driving in traffic, clutch operations, proper legal turning and traffic maneuvering of a tractor with a trailer (we used flatbeds)
- I taught the students how to "double-clutch", a new requirement for CDL testing
- I helped the students to focus on smooth shifting, smooth starts, proper and courteous lane positioning, and alertness to their driving environment, obstacles, and especially the other drivers around them; we focused on what to do to avoid situations, on how to "plan ahead" and to already know what to do "if" a situation occurs, as well as keeping the proper mindset to have towards regular automobile drivers.
- I went over the methods, and helped the students to perfect their skills when performing the Pre-Trip Inspection, the In-Cab Air Brakes Inspection, and overall truck safety.
- I taught my students to be focused on driving safety and courtesy
- I instructed them on backing, maneuvering, parallel parking; and how to focus on the trailers position at all times, proper steering techniques, etc.
- I taught them to be 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
- We covered proper quick frequent review of vehicle to ensure safety and catch issues before they become a really big deal
- While I was there, teaching, I was encouraged by management, to try my hand at sand trucking in the Midland TX area, and that is why this position is so short.
It was meant to help me while I was looking for other work.

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 silos
- trained on sand pick-up at various vendor sites, how to proceed with each, and weight management
- training on bill of lading (BOL), paperwork, documentation and reporting; then interfacing with rig site paperwork, forms, appropriate dissemination of paperwork after job

MELTON Truck Lines, Inc. (Tulsa OK) - working with flatbed trailers July 2019-August 2019

- studied proper loading, weight management and placement on flatbed trailers with split axle rear-ends
- learned proper and effective strapping, when to use/not use chains; how to secure various cargo
- learned proper tarping, to repel water, properly protect cargo, and remain in-place while on-the-road
- tweaked skills on lane management, signage/surroundings awareness, and maintaining space buffers
- learned over-the-road logging, weight station stops, route planning, and additional safety awareness
- learned proper hydration and cool-down practices and techniques to remain safe during solo work

Austin CDL Services (Manor TX) - teaching driving safety/procedures August 2019-September 2019

- having returned to the Austin Texas area, I am continuing with Austin CDL Services, while looking for a more permanent position for me.

CRST Dedicated (Cedar Rapids, IA) - working with boxed trailers (pick-up & drop) (currently)

- having returned to the Austin Texas area, I am continuing with Austin CDL Services, while looking for a more permanent position for me.

TRAINING HISTORY

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

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

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!

EXPERIENCE SUMMARY

- flatbed trailers (53ft long) - 5+ months
- tanker trailers - 2½ years
- pneumatic sand trailers – 1 month
- oil rig/field experience – 2 months (recent); 2½ years (past)
- tractor rigs – 5+ months (not counting prior experience)
- this includes 5th wheel, standard/automatic transmissions, manual and electronic logging
- Class AM* CDL licensed with double/triple trailer, tanker, hazmat, tanker/hazmat endorsements
- I passed both the passenger bus and school bus, but haven't taken the driving test yet
- *Class M = motorcycle also
- TSA – TWIC Security ID Card holder
- PEC – PEC card holder, along with safety training, gas training, rig site training
- *already have PPE safety gear (gas sensor, flame retardant coveralls, hard hat, gas mask, etc.)
- driving experience overall - 52 years (I started driving standard when I was 8yrs; licensed at 14yrs)

I'm not one to move about, so once I get in with the company I'm looking for, I will most likely stay there and work to excel in the assigned tasks and mission. The frequent changes of recent times are largely due to the trucking industry and in trying to "qualify" with time in-the-seat, driving, etc. to secure my wanted positions.

My preference? I love both over-the-road driving, and I love the West Texas region and working in the Oil Fields environment.