Curriculum Vitae for David Skertchly

Age:	53 years
Marital Status:	Married with 2 children aged 24 and 21 years
Address:	10 The Timbers, Catisfield, Fareham, PO15 5NB
Telephone:	07901 826356
E-mail:	david.skertchly@product-technik.co.uk
Website:	www.product-technik.co.uk

Basic Qualifications:

- Apprentice Trained Engineer (Pirelli) specialising in Industrial Engineering
- HNC Production Engineering at Southampton College of Advanced Technology 1975
- Member of the Institute of Management Services
- Diploma in Printed Circuit Technology (including the prize for best project)
- NVQ D32, 33 and 34 Assessor and Verifier
- Project Management (GEC Dunchurch Management College)
- MOD contracts (GEC Dunchurch Management College)

Summary

I am an experienced Project Manager specialising in low volume, lean and agile production with a long term specialisation on advanced composites such as carbon fibre. My experience at Senior Management levels includes high technology products such as spacecraft components, spacecraft systems and Supercar chassis and bodywork. This experience includes total production responsibility at Board Level for the McLaren F1 Body in White, the world's first homologated carbon fibre road car. Subsequent experience includes consultancy to the McLaren Mercedes SLR programme. Current specialisations include business planning, production ramp up and market development in the Aerospace, Defence and High Performance Automotive sectors. A recent capability has been the development of offshore capabilities in India.

Career History

2006 to date: Caparo Vehicle Technologies, Head of Manufacturing (High Performance Automotive Design and Production): The McLaren design team who created the McLaren F1 and the McLaren F1 invited me to join their new company funded by the Caparo automotive components group.

In addition to setting up the prototype production capability in Basingstoke my tasks include market development focussing on Aerospace and High Performance Automotive. Specifically I am developing customers and contract proposals for Boeing, Airbus, EADS, Westland, BAe Systems, Aston Martin, and Daimler Chrysler.

A particular strength of the Caparo plan, which I will lead, is the development of quality strategies and offshore production capabilities mostly in India. In the medium term I expect to adopt conduit engineering for offshore sourcing of design and analysis.

2005 to 2006: Lola, Technical Manager (High Performance Automotive Design and Production): Having been a Consultant to Lola for 3 years I was asked to join them for a business restructuring which required the merging of 3 small loss making companies into the largest independent UK producer of Advanced Composites Tasks included market development focussing on Aerospace and High Performance Automotive. Specifically I developed customers and contract proposals for Boeing, Airbus, EADS, Elbit, Westland, BAe Systems, Aston Martin, Daimler Chrysler and Rolls Royce.

Lola have also adopted my quality systems and achieved AS9100 aerospace approval.

2003 to 2005: Product Technik, (High Technology Operations Consultancy). I have set up my own consultancy business operating as a freelance Industrial Engineer specialising in automotive production and automotive composites engineering. Clients include McLaren, Cytec Advanced Materials, Auxetic Technologies, Aerovac Systems, Automotive Technik, Lola Group and Ling Dynamics. During this time I invested significant personal resources developing offshore composite design and production capabilities in India. This has included working as a Consultant to Composite Centre International in Hyderabad, and NTF Composites (a volume supplier to Marruti and TATA) in Delhi.

2001 to 2002: Automotive Technik, (Niche Military Vehicle production)
Manufacturing Manager: responsible for setting up the UK processes and early production of the Pinzgauer specialist off road vehicle. This included both Body in White and Trim Line. This work continued as Consultant setting up Quality and Process Control Systems, balancing the lines and driving production to 10 vehicles per week.

2000 to 2001: McLaren International (Formula 1 Racing Team): As Special Projects Manager, this post was a work out, but included responsibility for reliability assessment and improvement projects at a time when McLaren's poor reliability had become notorious. Tasks included setting up lean materials supply contracts and preparing a draft quality plan.

1993 to 2000: McLaren Cars (High Performance Carbon Fibre Vehicle Structures)
As founding Director of McLaren Composites, I had total responsibility for the McLaren F1 Super -Car Body in White production including profit and loss. This high risk project included developing lean practices and embedding them in an ISO9000 Quality Management System This was extended to QS9000 capability. The system included state of the art lean logistics and labour controls, which were regarded as world class by both BMW and Mercedes, who both audited the facility.

1991 to 1993: Matra Marconi Space (Spacecraft Payloads): Composites Technology Group Manager, responsible for the sales orders and profit of the Composites Technology Group (Division) who produced spacecraft and radar antennas and a range of other composite parts mostly from carbon fibre. Key projects included Inmarsat 3 Antennas, ATSR 2 along track scanning radiometer structure, Foxhunter Radar Antennas and EH 101 Radomes.

1987 to 1991: Argos Electronics (High Technology Circuit Board Manufacturer): Quality Assurance Manager: responsible for the space qualification programme and subsequent spacecraft component manufacturing. This required setting up a Quality Management System which would meet European Space Agency and NASA standards. I was in effect Product Manager for Spacecraft product and developed markets in Europe (especially France), India and South Africa.

1977 to 1987: Marconi Space Systems (Spacecraft Hardware): Senior Product Engineer and Hardware Project Manager responsible for spacecraft hardware. Projects including microwave components, spacecraft computers, reaction control systems and components made from carbon fibre. This included preparing estimates, data packs and bids and providing technical and commercial support during contract negotiations, design reviews and payment gateways.