

Mark Taylor

GTAI

Mr. Taylor has been employed by GEAE for 38 years, holding engineering and management positions in Materials Engineering, Service Engineering, Project, Manufacturing Programs, Commercial Flight Safety, and Environmental, Health and Safety. He investigated accidents and major incidents as a Service Engineer and as a Commercial Flight Safety Investigator for a total of 18 years. Prior to GEAE, he was employed as a co-op student by the US Army Materials and Mechanics Research Center in Watertown, Massachusetts and by the US Steel Research Center in Monroeville, Pennsylvania.

As a Materials Engineer in GE Aviation's Thomson Laboratory (1979-1983), Mr. Taylor designed and completed materials testing programs in support of Design Engineering initiatives. He provided advice and counsel on materials structures and properties to numerous organizations, and conducted detailed analyses on failed or damaged engine components returned from service. As a Service Engineer (1983-1988), Mr. Taylor was responsible for the resolution of problems encountered by engines in service. In this capacity, Mr. Taylor investigated 3 incidents and accidents of A10 aircraft, 13 incidents and accidents of F18 aircraft, and 1 accident of an A4 aircraft. He worked with military investigation organizations in the United States, Canada, Spain, and Singapore. Subsequent positions in Project and Manufacturing Programs (1988-1993) rounded out Mr. Taylor's overall knowledge of the aircraft engines business. He continued investigating accidents during this time. His expertise in accident investigation required that he be "borrowed" for selected investigations.

As a Commercial Flight Safety Investigator (1993-2003), Mr. Taylor was responsible for investigation of incidents and accidents involving any GE small commercial engine. He investigated accidents and incidents involving S-61, UH-60, S-70, and V-107 helicopters, and Canadair Challenger, Canadair Regional Jet, Learjet 25, SAAB 340, Aerocommander 1121, Falcon 20, Sabreliner, Falcon 2000, and DC10 fixed-wing aircraft. He worked with the government agencies of the United States, Canada, the Netherlands, Taiwan, Argentina, France, China, Mexico and England.

Mr. Taylor holds a Bachelor of Science degree in Materials Science and Engineering, and a Master of Science degree in Metallurgy, both from the Massachusetts Institute of Technology, where his primary focus was in the field of structures and properties of materials. He has completed a course in Jet Engine Accident Investigation at Chanute Air Force Base in Rantoul, Illinois, and holds an Aviation Safety Certificate from the University of Southern California.

For four years, Mr. Taylor broadened the scope of his Safety career as Environmental, Health, and Safety Leader for GE's Lynn Product Development and Delivery organization. This organization consists of approximately 600 employees and is responsible for assembly and test of all GE's small engines, both development and production. Ten years ago, Mr. Taylor accepted a Senior Staff Engineer position in GE Aviation's Materials and Process Engineering Department. He continues to be "borrowed" for selected investigations, as dictated by the needs of the business.