CURRICULUM VITAE - DESIGN SPECIFIC

DAVID MICHAEL TRIANO
2260 Dover Dr. South Lake Tahoe, CA. 96150 530-318-5872 voice

Transportation Designer
I have extensive knowledge of all aspects of advanced industrial design development, specializing in new shape research, expert Alias Studio 3-D system abilities and other state of the art computer systems knowledge, and the capability to manage multiple projects from concept birth through production reality. My 18 year career is comprised of the most advanced Automotive, Marine, and Aerospace design, a rich and varied pool of experience to draw from in my future responsibilities for my future employer or clients.

Professional Experience
President – TRIANO MARINE DESIGN - South Lake Tahoe, CA. May 1997-present
I have operated the Triano Marine Design Advanced Design Studio for eleven years as a successful freelance design service. Clients such as Regal Marine Industries, Malibu Boats, Centurion Boats, Ski Supreme Boats, Toyota Marine Sports, Kawasaki Motors, ExoTerra Aerospace, and many private clients have enlisted my abilities in the single handed development (from advanced concept through production product, using the most advanced digital development processes) of over 30 different major products over the last 11 years. Responsibilities during the development of these products included but was not limited to: Overall project management with supervision of up to 20 individuals, Advanced concept creation through sculpture, 2-d and 3-d digital sketching and construction, Advanced market research, Advanced engineering of composite structures, design and creation of production tooling, Scale model production, Advanced presentation techniques, and concept/production level color and trim designation. Marine designs have ranged from 19' production ski boats to 160' power catamarans.

Owner/Sales Manager - TAHOE POWERBOAT COMPANY - South Lake Tahoe, CA. May 2004-January 2008
I was an owner and sales manager of Tahoe Powerboat Company during these dates. As the West Coast's largest dealer of Formula powerboats, I have gained a perspective that no other marine designer has, with extensive experience in new boat sales, warrantee work, financing, and every other operation of a successful new boat dealership.

Chief Designer - COBALT BOATS - Neodesha, KS. - July 1995-February 1997
Cobalt Boats is the most respected manufacturer of luxury performance runabout boats in the world. I led the design and development department during my tenure at this company, and designed 9 new models for them. I executed all design processes for Cobalt Boats with no other design staff, and I managed various teams from prototype creation staff to production assembly groups to bring the boats to market effectively and efficiently.

Advanced Concept Designer - CALTY DESIGN RESEARCH - Newport Beach, CA. - September 1990 - July 1995
I was an advanced concept designer at CALTY (the Toyota advanced styling studio) as my first position after graduation. During my five year employment, I was directly responsible for the concept to production development styling of the 1998 Corolla and a team member in the development of the 1998 Lexus RX-300 and 1999 Toyota Solara. I was also heavily involved with the creation of the Avalon show car for the Tokyo motor show in 1991, as well as many other subsequent show car projects. My responsibilities at this position included market research and abstract vehicle styling concept formulation, manual and computer ideation sketching, supervision of and participation with modeling teams in both 20% and full scale model development, final vehicle rendering and computer presentation to management, production level design drafting and CAD/CAM interaction, sourcing, coordination and development with outside vendors, and production level color and trim materials designation.

Aerospace and Composite Specific Experience
My Senior Thesis project at Art Center College of Design was a Joined-Wing Transonic Business Jet, and I have designed, built, and flown two-stage solid fuel sounding rockets that have achieved over 500,000 feet in altitude, with filament wound airframes from high modulus carbon and boron. My experience in advanced composites is comprised of both traditional engineering and 'hands-on' fabrication with the following materials and processes:
-Epoxy, Vinylester, Polyester, Phenolic, and Bismaleimide Resin Systems, with extensive experience in Pre-Preg Epoxy construction. Thorough knowledge of surface coats, gelcoats, and other in-mold finishes.
-Extensive experience with most structural reinforcement materials such as S-Glass (and other Glass), Aramids, Boron, carbon/carbon and especially carbon fiber, in most forms such as woven cloth, unidirectional fiber, 3-D woven preforms/dimensional fabrics, aramid pulp, and all forms of chopped glass, chopped carbon, fumed silica, etc.
-Engineering and fabrication of advanced cored structures, with cores composed of Nomex honeycomb, aluminum honeycomb, foams of all types, polypropylene honeycombs, end grain balsa and other woods, foamed carbon (into 3d cured structures), and paper cores.
-Advanced composite bonding using epoxy adhesives, meth-acrylate adhesives, high temperature (500 degrees F) epoxy formulations, and many other adhesive systems.
-Pattern, plug, and mold design and fabrication in all media, from plaster to high temperature graphite. I have a vast amount of experience in the creation of highly detailed 3D data files designed for 3D full size milling in the marine industry, up to 160' long hull and deck molds.
-RTM, Vacuum-bag, SCRIMP. Autoclave, closed mold, hand laminate, and preg-preg system experience.
-I have designed and fabricated many fully functional sounding rockets, all composed of filament-wound carbon (and boron in some cases) airframes in a high temperature epoxy matrix. I have also engineered ultra-light motor cases from carbon and carbon/boron for highly aluminized ammonium perchlorate based solid rocket motors, and have static tested a series of 6 of the motors. I have successfully developed the motor with fully adhesive bonded nozzles, grains, and foreward closures, an exceptionally difficult and demanding project. In single stage form, the vehicles flown with these motors have achieved a speed of Mach 4.5 in approximately 3 seconds. In two stage form, the vehicles have achieved much higher terminal velocities and have flown to over 500,000 feet.
-In 13 years of designing production boats for many companies, I have engineered a large array of lamination schedules for both the production molds and actual product.
-I am familiar with most finishing techniques for advanced composite structures

Education
ART CENTER COLLEGE OF DESIGN - Pasadena, CA.
Bachelor of Science Degree - Industrial Design / Transportation
Graduate with High Honors, August, 1990

Other
I have been a member of the Society of Automotive Engineers for 18 years, and a member of the American Society of Naval Engineers for 10 years. As a freelance designer for the last eleven years, I have worked 95% digitally on the latest Alias Studio computer system with programs such as 2-D and 3-D StudioTools, and I use many of the other associated digital design programs such as Photoshop, Illustrator, Quark Express, etc. at an expert level, such as to provide my clients with the most sophisticated and efficient advanced conceptual design services possible. I am an accomplished sculptor, and I actively develop new shape relationships for use in my design work. The level and extent of my experience in industrial design is such that it is best viewed through my work, which can be seen at http://www.trianomarine.com.
My career path has been one of constant learning, and the integration of new skills into my personal design philosophy. From my early days of work within the Toyota system that gave me a thorough knowledge of automotive design from concept to production with an eye to real ergonomic development and proper engineering applications in a team context, to the rapid development cycles, varied knowledge base and managerial skills required for projects in the marine and aerospace industries, my focus has been to utilize the most advanced technology practical for a project, expressed in a style that exhibits unique and genuine aesthetic and performance advance.