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From the President: On Aircraft Maintenance and Stuff



When 9/11 businessman widow Beverly Eckert, 54, boarded Continental regional air flight 3407 from Newark, NJ, to Buffalo, NY, on February 12, 2009, to celebrate her late husband's 58<sup>th</sup> birthday with friends and family, little did she know she would become part of another airline maintenance tragedy at 10:20pm that day.

The Bombardier Q400 Turboprop operated by Colgan Air, a Virginia based regional carrier, had only been delivered in April of 2008. With less than a year of air time, it ended as a maintenance tragedy that killed the 44 passengers, 4 crew, 1 off duty pilot, and 1 homeowner when it crashed into the homeowner's house in Clarence Center, NY.

This is the first fatal crash of this Canadian built aircraft, but not its first brush with maintenance issues. The design had been issued a safety alert in 2007 after landing gear failed in two Scandinavian Air (SAS) flights, in which both issues were identified as being caused by improper maintenance. SAS discontinued use of this aircraft type following the incident.

The immediate response has been that the de-icing system is suspect. As stated by one investigator, "If ice forms on the wings, the wings change shape and the plane simply stops flying."

My primary concern has been that the airline industry and FAA have recently made the statement no death had occurred in USA commercial aircraft in over 5 years. As I have stated, and predicted, that leads to a license to continue bad maintenance practices that MIGHT be curbed once planes start falling from the skies. So far as my flying experiences as of late, I just plane (pun) got tired of reporting all of the minor and some major maintenance issues that have delayed or cancelled my flights even this year in which I have only flown a couple of times.

I do know the subject has caught attention, as we have just received word that 'Physical Asset Management for the Executive – Caution: Do Not Read This on an Airplane,' was nominated and just announced last week as a finalist for the Axiom Business Book Awards, to be awarded this week, for the 'Operations Management / Productivity / TQM' category. This will make it the first book in our industry to receive such an award. The other two finalists are also excellent books and we will provide a summary in our press release.

Things are getting a little interesting out there as the economy continues to 'tighten' up. I have received several recommendations from people I work for or with at my clients. To quote one, "DUCK!" This was in relation to the fact that those who 'do not' or that make noise, complain, backstab, slink around, talk behind others backs, lie, cheat and steal, are doing their best to deflect towards those that do the things that they just complain about. The idea, as one put it, is that some managers see present conditions as a chance to play 'Whack-a-Mole.'

Hmmmm... Me, quiet? Ducking for cover? Yeah, right. If companies feel the need to eliminate productive individuals from their companies, they get what they deserve.

Personally, I see these times as times of change. Literally, that is what crisis means. So, if we are in a crisis, we are in a time of change. Should I allow some slug determine which direction that change should go? Or should I stand up on that 'Whack-a-Mole' table and dare someone to take a swing at me? Let's just say, I enjoy games like dodgeball... I was the punk with good aim and a strong arm.

I would rather be the one who has a say in the transformation of our industry rather than to run and hide. These are dangerous times where cutbacks are going to cause trouble for reliability, maintenance, energy and environment. Should we duck, hide and live with what we are given? Or should we help our companies in spite of themselves, stand up, provide meaningful input, shake off the whining slugs, and get things done? Dangerous times?... I should have said, 'exciting times.'

When we come out the other side of all of this, I can honestly say that I for one will know who stood up for their beliefs and who are the real powerhouses of our industry, who are the ones I am willing to work and partner with, and those who thought they were sticking knives into my back. You would be surprised how many people back you when you are willing to stand up front. When this is done, regardless of where I am or what I am doing, I can honestly say that I have done, will do, and will continue to do what I think is right.

Will you?

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Distance Learning Classes Start this Sunday, February 22, 2009

You've asked for it, we have it.

Electrical Motor Diagnostics Level 1 at your pace for an affordable price.

No equipment required, no experience necessary. Make yourself more valuable to your employer or customer.

<http://www.motordoc.com/training1.htm>

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Dr. Penrose Interviewed by MP Barker on Blogspot (Writing and Time Management)

Well known Northeastern Author, MP Barker interviewed Dr. Penrose at Blogspot on Writing, Time Management, and Life Balance.

<http://mpbarker.blogspot.com/>

We have been making a splash, as promised, related to educating the general public as to the importance of the reliability, maintenance, energy and environment industry. Our first big step out was 'Physical Asset Management for the Executive,' which has led to interviews on radio, internet, other media, and blogs such as this one. Our efforts to bring the importance of our industry to the attention of the public and other disciplines has continued in all of our efforts.

"We do what everyone else just talks about."

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Free Motor Repair Webinar February 27, 2009

Learn how to grade your motor repair shop in this FREE 2 hour session on February 27, 2009. Only a couple of seats left in our WebEx system!

<http://www.motordoc.com/training1.htm> - sign up NOW!

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### IEEE DEIS Website Up and Running

The IEEE Dielectrics and Electrical Insulation Society website is up and running. We will be continuing to expand, add content, and much more well into the future.

Presently, the blogs and forum resources are up and we are encouraging people within industry and IEEE to participate. You are fully able to comment on Blogs and participate in the forums without being a member of IEEE or DEIS.

Take a look. It is already a cool site and there is a whole lot more to come!!

<http://www.ieee.org/go/deis>

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### EMD Level 1 Classes Start in March

The much copied and still only best training for both online and offline vendor-neutral training class is back this year!

Offsite classes are scheduled in Glen Ellyn, Illinois and Kalamazoo, Michigan starting this March.

While those other guys keep you in classrooms and hotel conference rooms with mock-ups that don't meet real-life experience, we keep our classes in such places as companies and motor repair shops where things aren't as planned.

That's right! Most of the time we have no idea of the condition of the equipment we are going to test in the class, both on and off-line, meaning that you get the real world experience of working through the problems. We then get to see inside the motors to see what's really going on! Doesn't this meet what you have to go through at work?

Join us to truly learn from the REAL world experts in motor diagnostics, not the wanna-be's or marketing folks.

Sounds exciting, doesn't it?



<http://www.motordoc.com/training1.htm>.

And we don't serve those wimpy continental breakfasts and measly lunches during the class, either. Be hungry... for learning, too.

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SUCCESS by DESIGN Books

Yes, here I am hawking my books. You know, it takes money to sponsor high school electric race cars, provide scholarships, write newsletters, provide free information, run informative websites, work on industry standards, get the word out on RME&E. While our clients provide much of that by working with us (20% of our profit is returned to industry in the form of studies, sponsorships, scholarships and more), you can take part too by buying our books.

Yep, shameless, aren't I. But it was hard work and who else is going to say things about our books... oh, wait...

On 'Electrical Motor Diagnostics: 2<sup>nd</sup> Edition:'

"This is an essential book for ANYONE who regularly works with different electric motors, performs installs, repairs, replacements, troubleshooting, retrofits, and generally has any job where you need to solve ANY electric motor problem.

"As someone who has met and worked with Dr. Penrose, I can testify to his depth of knowledge on this subject area and related topics (like CBM, CM and general best practices for any industrial operation); which makes this a MUST HAVE for required reference material in your technical library.

"The simplicity of presentation of the material, and simplified approach to concepts – that other references seem to go out of their way to obscure – make this a pleasure to read – just read!!

"I strongly recommend this book to anyone who works with motors in any capacity; it will truly change the way you look at things everyday!"

-M. Ercolino posted on Amazon.com

And I didn't even have to ask. Matt, I still owe you that beer!

Of course there is the finalist position that 'Physical Asset Management for the Executive' has taken in the Independent Publishers Axiom Business Book Awards. I am quite proud of that one!! It doesn't hurt that I have found out that both books have been nominated for other industry awards, as well!

Does that mean I can stop talking about my stuff in the third person? You can help by sponsoring a starving engineer (OK, far from starving) from talking about himself in the third person in his newsletters. Buy a book and provide a testimonial or get the word out today!

Electrical Motor Diagnostics: 2<sup>nd</sup> Edition – Table of Contents and More: <http://www.motordoc.com/detailemd.htm>

Physical Asset Management for the Executive (Axiom Book Award Finalist):  
<http://www.motordoc.com/detailpam.htm>

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Folks, there is a WHOLE lot more to come!

Please feel free to forward this newsletter. If you are not signed up and wish to, go to <http://www.motordoc.com/subscribe.htm>

If you wish to be removed, respond with 'remove.' We really don't care why; we just know that everyone else who stays will know more than you! (We average less than 1 unsubscribe a month, usually via an email from a widow(er), everyone else, including retiree's forward their new addresses, from a list of over 7500 and growing!)

Sincerely,