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Presidents Message



Dear Members, Affiliates and Friends,

Firstly I would like to take the opportunity to express my biggest thanks to David and Carol, for their ongoing support in our Organisation. Whenever any input, help or experience is needed they are always available to help!

A special thanks to John Allen for his tremendous support to EASA, Region 9, on Technical Training, IEC EX committees, IEC EX training and many other aspects on which he has played a crucial active role in our Association. Now is the time for your private life and family, where we all have more than understanding for. On behalf of our Association, again thank you, All the Best, we will stay in touch and we will always be more than glad when you can join us!

The last 12 months have brought a big step forward for our Organisation. The Employment of our very active Managing Director Frederic Beghain

has given our Chapter the required power, motivation and dynamics that it deserves. Frederic was able to acquire new Members and start cooperation talks with some local Associations. This is only possible through full time Management that is able to drive our Organisation into further steps, especially in today's world.

We are living in very uncertain conditions around Europe, if we regard the situation in Syria and its surrounding countries. Similar situation we can see on Europe's Eastern Boarder in Ukraine. All these are sooner or later risks for at least our economies, hopefully not for our safety situation.

Also the Euro crisis is still influencing the investments, especially in the struggling South of Europe, where hopefully in Spain and Italy there is now some light at the end of the tunnel.

Also the Future will bring a lot of new challenges that we will have to face, we can only efficiently face these through our strong Association. Until now we still do not know which influences TTIP might have for our Business, as it shall synchronise the European and US Standards.

I am optimistic that TTIP will be in our favour, as the European Standards

have already adopted much more of the IE than the US. Extreme low Raw material prices also do not reflect the actual realistic costs, and have influenced many investment decisions.

Since the US is investing in our Chapter and supporting us strongly, we should use all our organisation has to offer. I can only invite all Members to participate in the Webinars, as well as to use the technical support from EASA Headquarters in St Louis.

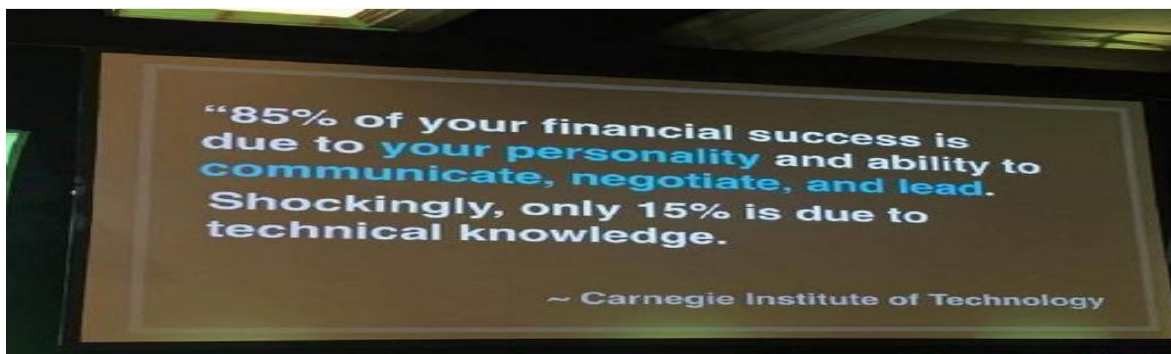
Last, but definitely not least, I would like to draw your attention to the two important EASA Events of this year:

1. The international meeting in San Antonio from 14th -16th of June in San Antonio, Texas
2. Our AGM from the 24th to the 26th of September in Barcelona, Spain.

I hope to see many of our Chapter Members on both occasions, as both have big benefits, I have always taken away with me a lot of information and input back to my daily work.

**Best Wishes, Mathis Menzel, President,
Europe and World Chapter Limited**

Contentious Corner



Do you agree? Please let us have your views, your thoughts, your suggestions at secretary@easa9.org

Focus on Affiliate - EMIR launch Smart Site

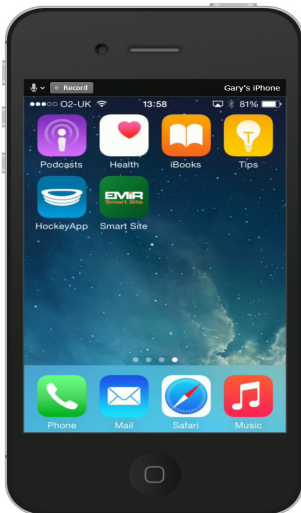
The authors of EMIR launch Smart Site – the mobile engineering software solution.

Electro-Mechanical Information Resource, EMIR for short, is the market-leading business software application for the electro mechanical industry. Now in its 21st year of production, EMIR is used by over 2,000 users around the world and provides an integrated software suite managing repair & site service, sales & distribution, assembly & manufacture and hire fleet management.

"As a modular solution it was a simple progression to take the functionality of EMIR out to where engineers could use it more effectively - on-site!" Gary Downes, the company's Managing Director comments on EMIR Smart Site, an Apple IOS and Android Application being launched on the 9th of June at the "EMIR Open Day" at Old Trafford, the home of Manchester United F.C.



"This is not the first mobile application we have developed, but it is the first that we have designed to work with iPhones, iPads and Android handsets and does not require internet connectivity at the time of use. The premise of capturing pictures and job information whilst on site means that EMIR is instantly updated with out the need for extra administration. Work schedules are no longer paper based, all of the data recorded about the job, spare parts, time and photographs are attached to the history during the engineers visit and jobs can be invoiced immediately on completion with a customer signature and signoff. When you begin to realise the benefits of this type of data capture and integration, the stress of managing site work is dramatically reduced."



EMIR Smart Site users will realise the benefits of:

- Online 'live' and offline working – no matter how remote your engineers, they will always be able to use the application and then sync data when next online.
- A simple to use interface that relays the key information on the job and its completion simple to use with little or no training burden.
- Images taken on the mobile device are automatically attached and saved to the EMIR job record – there are no complex download procedures
- Working on IOS and Android means that Smart Site users have a choice as to the size and functionality of the handheld device they choose to use
- The reduction of paperwork will appeal to engineers and business owners alike and the capture of information at source means that information is available in a timely manner and completed whilst the task is being done.

The EMIR Smart Site application will be available shortly after its preview and release on the 9th of June.

Electro-mechanical companies looking to improve their internal processing with EMIR Smart Site should contact the EMIR sales team on 0845 009 4588 or by emailing info@solutionsinit.com.

Information on the EMIR Open day can be found at <http://www.solutionsinit.com/news/emir-open-day-june-2015>

Thanks for this Months Article goes to

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Phone: 0845 009 4588



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Whats New?



Day in the Life of a Proactive Maintenance Technician

What is a Proactive Maintenance Technician? A Proactive Maintenance Technician is a highly-trained professional expert in his skills area who has knowledge of other skills areas, including safety and production, and a desire to learn more. He knows and can implement a Failure Modes Driven Maintenance Strategy for any piece of equipment. A Proactive Maintenance Technician uses his knowledge and experience to ensure the maintenance process is optimized by making constructive recommendations to management concerning improvement areas.

To ensure success, a Proactive Maintenance Technician is proactive in everything he does. He constantly reviews information to ensure procedures are accurate and issues are resolved quickly and does what is required to ensure the work is repeatable. He leads by example and takes responsibility for training new employees as to how to be a proactive and effective Maintenance Technician.

Read More at: <https://www.linkedin.com/pulse/20141123142658-4108265-day-in-the-life-of-a-proactive-maintenance-technician?trk=object-title>

Automation sales will grow in 2015, despite headwinds

The global market for industrial automation equipment (IAE) will continue to grow during 2015, but at a slower rate than before, as a result of the low oil and commodity prices and weakened demand from some developing economies. A research note issued by the analyst IHS suggests that these factors will dampen revenue growth by about 1–2% this year, resulting in a growth rate of 4.5% above 2014 levels

Read More at: http://www.drivesncontrols.com/news/fullstory.php/aid/4795/Automation_sales_will_grow_in_2015_despite_headwinds.html#sthash.7gmEJh94.dpuf

Oil and Gas Industry Looks to Operational Efficiencies

No longer able to make money in a drill/move on/drill again type of mentality, oil producers are looking for ways to make existing wells more efficient. SAP is showing them how to leverage their analytics platform. The unconventional oil space (shale, tar sands, etc.) has been largely based on a drill, drill, drill mentality. Drill a well, and when the asset degrades, just go drill another one. But this kind of thinking has made unconventional operations that much more susceptible to the downside of today's low oil prices.

Read More at: <http://www.automationworld.com/oil-and-gas-industry-looks-operational-efficiencies?sthash.Demauzo4.mjjo>

Dates for your Diary

- 1 Day Awareness of Ex. Atmosphere Equip** - 8th June 2015, Birmingham, England
- 3 days EX Equipment Users and Commercial & Sales Management** - 8th to 10th June 2015, Birmingham, England
- Full Course Operatives & RPs Repair and Overhaul Ex. Atmosphere Equip** - 8th to 12th June 2015, Birmingham, England
- Webinar Stator Rewinds: When Things Get Tight** - Wednesday, June 10th 2015 12:00pm to 1:00pm Central Time Zone
- EASA International - Convention** - 14th to 16th June 2015 - San Antonio, Texas, USA
- EASA European & World Chapter AGM & Convention** - 24th to 26th September 2015 - Barcelona, Spain
- Explosive Equipment 1 Day Awareness** – 16th November 2015, Birmingham, England
- 3 days EX Equipment Users and Commercial & Sales Management** - 16th to 18th November 2015 Birmingham, England
- Explosive Equipment FULL course** – 16th to 20th November 2015, Birmingham, England

Please contact EASA at secretary@easa9.org for any further information.

Technical Article - Questions to Ask When Adjusting ANSI Impeller Clearance

Written by: Lev Nelik, Ph.D. (P.E. Pumping Machinery, LLC) Published: December 5, 2014

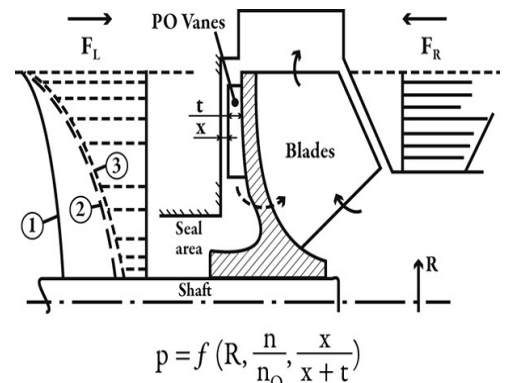
Last year, "Reduce Thrust and Extend Bearing Life" (Pumps & Systems, December 2013) discussed the benefits and some potential pitfalls of adjusting the axial clearance of American National Standards Institute (ANSI) end-suction pumps. Adjusting the front clearance can help restore efficiency. As the front clearance wears, more rotor leakage occurs. More energy is needed to drive leakage across the increased gap, raising operating costs. If the rotor position can be easily adjusted, the impeller front clearance is reduced, minimizing leakage and energy waste. However, a smart budget manager should ask these three questions before making adjustments.

1. How much energy is really saved?

Saved energy depends on the size of the pump and how much pump efficiency has degraded. Several years ago in "How Much Energy is Wasted When Wear Rings Are Worn to Double Their Value?" (Pumps & Systems, March 2007), we calculated that a large pump—30-inch double-suction impeller, 1,000-horsepower (HP) motor—would waste about \$24,000 per year at nonstop operation because of doubled clearance. A typical ANSI pump is much smaller (with rare exceptions), and a 25-HP motor is probably the maximum for the majority of ANSI applications. Divide the two horsepower values and multiply by the annual savings, and the resulting savings is about \$600 per year. This savings is probably even less because pumps do not usually operate nonstop. A \$300 savings is perhaps a more realistic number - and that is for an extreme case of clearance that has been worn to double the initial set value.

2. How difficult is the adjustment?

Given a \$300 potential yearly savings, few managers would find it beneficial to adjust the front clearance. More likely, they would wait until other things needed to be changed, such as broken seals, failed bearings or couplings. The clearance would only be adjusted while the pump was in the shop. A field adjustment makes for a nice conversation topic at lunch but is hardly an innovation worthy of investment. If clearance is estimated from the beginning, a pump design could probably be much simpler and less expensive by eliminating the complexities of the design-to-adjust features. A shim to set the clearance during assembly would be a simple, effective addition.



3. How do adjustments affect reliability?

Unfortunately, adjusting the front clearance comes with other costs—most important, reliability. The main reason to use pump-out vanes (POVs) is to lower the pump's axial thrust and achieve better hydraulic balancing. The axial thrust is the difference between the pressure on the back and front of the impeller. The December 2013 column explained the effect that POVs in an ANSI pump design had on clearance to the back wall and axial load. When POVs move too far from the back wall as front clearance is adjusted, the net load increases—putting more stress on the bearings. The end user must ask the following question: How much longer will the bearings last at a higher load? The answer could directly affect the need to adjust—or not adjust—the impeller front clearance in the first place.

Author Bio: Dr. Nelik (aka "Dr. Pump") is president of Pumping Machinery, LLC, an Atlanta-based firm specializing in pump consulting, training, equipment troubleshooting and pump repairs. Dr. Nelik has 30 years of experience in pumps and pumping equipment. He may be reached at pump-magazine.com.

To learn more about this topic, [visit pumpingmachinery.com/pump_school/pump_school.htm](http://visit.pumpingmachinery.com/pump_school/pump_school.htm) (video module #PVA-5).

Thanks for this Months Article goes to

David Rausi
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Recordings of EASA webinars now available for sale

Over the last several years, EASA has presented a number of webinars on a variety of subject. Those who participated were able to take advantage of valuable education that required little time and was very cost effective.

If you and your employees didn't have a chance to register for one of the sessions and missed out on this training, help is here! EASA is now making recordings of many of those presentations available for sale. These webinars are available on CD-ROM or as a download from EASA's website at easa.com.

you can view the list of webinars that are available by going to "webinar Recordings" under the "Education" section of EASA's website. Or go directly to easa.com/education/webinar_recordings.

If you've never participated in an EASA webinar and don't know what to expect, you can watch and listen to a sample webinar that is available on the recordings page.

You'll want to go back to the web page often as the list of recordings will continue to grow as previous presentations are added. Members may purchase a webinar recording download for \$89, or \$109 for the CR-ROM. For non members the download is \$199 and \$219 for the CD-ROM.

And of course the future live recordings continue to be an outstanding value. By participating in the live sessions, you have the opportunity to ask questions to the presenter.

The cost for the live sessions will continue at \$59 for members and \$199 for non-members. Live webinar participants will receive a discount code that enables them to apply \$59 toward the purchase of the recording by download or CD-ROM. (This \$59 credit toward the purchase of recording will only be available to those who have participated in a webinar since January 2015). Live webinar participants who pay regular registration fee and choose not to purchase the recording will continue to receive a link to view a recording for 30 days.

Sampling of Webinar titles now available for purchase at easa.com

- Winding & Bearing Temperature Sensing Devices
- Core Repair and Restack Techniques
- Motor Starting Capabilities and Considerations
- Let's get organized: Reduce Waste & Optimize Productivity
- The Sell Process: Pre-Call Planning
- Drilling Down into DC Design
- Repair Tips for Submersible Pumps
- Enhance Your Market Position Using EASA's Recommended Practices
- Evaluating High No-Load Amps of Three-Phase Motors
- Drop Testing of Synchronous Poles: Tips to Interpretation
- Final Testing of DC Machines
- Vertical Bearing Systems and Settings End Play
- Quick Pump Curves: How to Read Them

If you have questions, contact EASA Customer Service at easainfo@easa.com or 1-314-993-2220

Network AT EASA 2015 Trade Show and Conventions
June 14th - 16th San Antonio, Texas
September 24th to 26th 2014 Barcelona, Spain

Karsten Moholt Exceptional Achievement Award

The Karsten Moholt Exceptional Achievement Award is made annually in the memory of Karsten Moholt and Karsten Aleksander Moholt who are past Presidents and Regional Director of EASA European & World Chapter.

Their exceptional guidance and leadership of our Chapter is remembered by awarding young people, under the age of 30, within our industry who have demonstrated improvements within their company up and above expectations.

A financial contribution will be made by the Chapter to the winner of this award to visit other member's facilities within our Chapter in order to extend their understanding of the industry and learn new ideas, methods and cultures.

The rules of the scheme are as follows:

- A nominee for the award must be employed by a Member firm
- Only a Member firm can make a nomination
- A Member can make more than 1 but not exceeding 3 nominations per year
- Nominations must include specific reasons why the nominee is thought to be worthy of the award
- All nominations must be accompanied by 2 corroborating letters of recommendation from other than the nominating firm
- All nominations must be submitted to the Secretary no later than 1st July each year
- A committee consisting of the current President, Immediate Past President and a member of the Moholt family will decide the winner
- The award will be presented at the annual AGM by a member of the Moholt family

Do you know of an Exceptional Member Individual?

If so, nominate them for the Karsten Moholt Exceptional Achievement Award

Nominating Form

Nominee Name _____

Member Company _____

Address _____

Post Code _____

Phone: _____ Email: _____

I make this nomination for the following reasons (attached additional information if necessary)

*All nominations shall automatically be re-entered into the pool of nominees for a period of 3 years after the nomination is received

Name of person making the nomination _____

Company _____

Address _____

Post Code _____

Phone: _____ Email: _____

Website: _____

Forms Available at <http://www.easa9.org/karsten-moholt-award/>

All Form to be Returned by July 1st Please attach corroborating letters of recommendation

EASA 2015 Trade Show and Conventions

San Antonio Texas



June 14th - 16th 2015 Early Bird Education June 13th

Why You Should Attend the 2015 EASA Convention

2,500 number of participants, 820 firms attending with 210 exhibitors
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Suppliers - Keep Current on Industry Trends & New Products -
Have Fun at Great Social Events

To Register click below link

<http://www.easa.com/convention>

EASA European & World Chapter's AGM and Convention 2015



Save the Date
Location - Barcelona, Spain
24th - 26th September 2015

Booking Forms Available Soon

2015 Training Schedules & Information on Available Courses

Explosive Atmosphere Equipment Training - 1 Day Awareness:

Designed for organisations considering registering for the IECEx/EASA Scheme

Available to anybody who wanted awareness training in Ex Equipment and Overhaul, this is to enable Ex Equipment Users and Commercial & Sales Management & personnel to attend. There will be no pre-requirement of experience in equipment repair. A Certificate of attendance will be provided

Skill | Knowledge | Attitude | Training | Experience

Explosive Atmosphere Equipment Training - 3 days EX Equipment Users and Commercial & Sales Management:

For organisations requiring greater knowledge for using, managing EX Equipment Overhaul & Repair or selling the IECEx/EASA Scheme

Available to anybody who wanted awareness training in Ex Equipment Overhaul & Repair, to enable Ex Equipment Users and Commercial Managers who require greater knowledge of Ex Equipment Overhaul & Repair to attend. There will be no pre-requirement of experience in equipment repair but the number attending will be limited to 9. A certificate of attendance will be provided.

Skill | Knowledge | Attitude | Training | Experience

Explosive Atmosphere Equipment Training - Full Course:

Requirement for Competent Craftsmen Engineers and Authorised Persons

The full 5 day training and assessment program will be available to personnel with experience in equipment repair. Certificates of Assessed Training will be awarded by EASA for personnel who have demonstrated the skill, knowledge and understanding to the standard defined for Operatives and Responsible Person.

Skill | Knowledge | Attitude | Training | Experience

Explosive Atmosphere Equipment Training - 3 Year Refresher:

Follow on from the Initial 5 Day Training Senior Managers, Authorised Persons, Supervisors/Team Leaders

2 day refresher course every three years which will assess knowledge and understanding, practical skills will be verified by demonstration of practical skills.

Skill | Knowledge | Attitude | Training | Experience

**Discounts available on 3 or more staff if registered
6 weeks in advance of the course date!**

2015 Training Schedule Table

Course No:	Type:	Training Duration (days)	Training Dates	Trainer	Venue	EASA Member Price	Non Member Price
	Stator Rewinds: When Things Get Tight		Wednesday, June 10th, 2015 12:00pm to 1:00pm Central Time Zone	Webinar		\$59 per site	\$199 per site
	On-Site Testing & Inspection of Electric Motors		Wednesday, July 15th 2015 12:00pm to 1:00pm Central Time Zone	Webinar		\$59 per site	\$199 per site
	Tips and Techniques for Winders		Wednesday, August 12th, 2015 12:00pm to 1:00pm Central Time Zone	Webinar		\$59 per site	\$199 per site
	Explosive Atmosphere Equipment Training - 1 Day Awareness of Ex. Atmosphere Equip.	1	16th November 2015	Bob Pearce Flexi Tech Training Ltd	Birmingham England	£215	£240
	Explosive Atmosphere Equipment Training - 3 days EX Equipment Users and Commercial & Sales Management	3	16th - 18th November 2015	Bob Pearce Flexi Tech Training Ltd	Birmingham England	£837	£937
	Explosive Atmosphere Equipment Training - Full Course Operatives & RPs Repair and Overhaul Ex. Atmosphere Equip.	5	16th to 20th November 2015	Bob Pearce Flexi Tech Training Ltd	Birmingham England	£1395	£1562

Discounts available on 3 or more staff if registered 6 weeks in advance of the course date!

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