

BORN TO BLOG

Blogging is BIG and getting bigger all the time.

There doesn't exist, for example, a news, industry, or entertainment entity that does not have at least one resident blogger.

And now, since January—we have ours.

"Ours" would be Chuck Schultz, as well-respected a gear man as there is in the business. He's witty. He knows his helicals and herringbones. And he can *write*. And he has *ideas about things*.

Like:

On "The Beginning of Wisdom": Make sure your pupils learn the common understanding of gear terms and can recognize non-standard usage when they see it. No matter what your "local dialect" is, they need to be able to converse with people outside your firm without having a translator present.

Or:

On "100 Years of 4-Wheel Drive": Particularly in areas like Chicago, creative people were introduced to the trade at one firm and over the course of their career they took that knowledge and developed new products, started new companies, and improved upon the things they saw others doing. It is still possible to do these things today. Just something to ponder as we wait for our SUVs to warm up for another commute through this challenging winter.

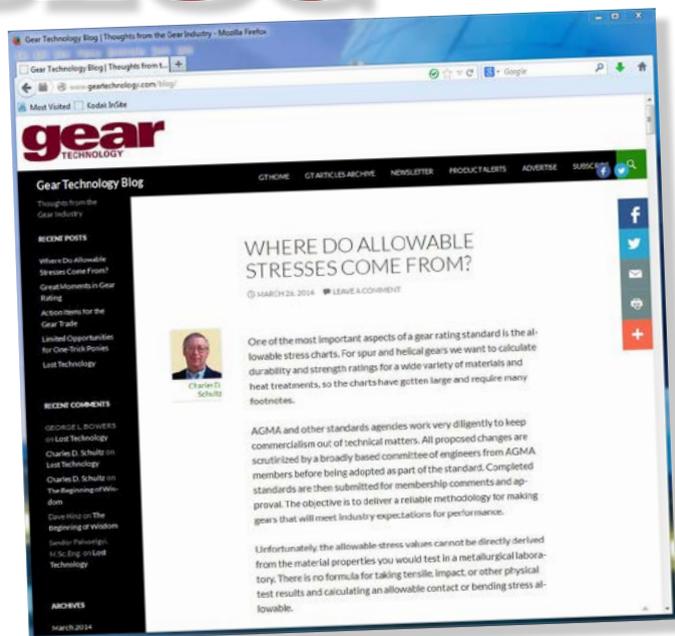
And:

On "The Need for a Gear Industry Mt. Rushmore": Recently there has been a lot of chatter about an NBA Mount Rushmore and which faces should be on it; certainly a worthy topic to debate at the local sports bar.

Chuck has worked in the gear industry for most of his life, beginning with coursework at Milwaukee's Area Technical College and, from 1972-1978, night classes at Marquette University, where he maintained a 3.5 of 4 GPA but fell 12 credits short of a BSME degree. Undeterred, Chuck went on to earn his professional engineer's license in the states of Wisconsin and Pennsylvania. He is the author of "An Introduction to Gear Design," "Gearbox Field Performance (AGMA FTM 1999)" and a number of articles and technical papers that have appeared in this publication. Besides his blog duties, Chuck also donates his valuable time as a *Gear Technology* Technical Editor.

Schultz's career path in the gear industry has been considerably less than straight and narrow, and that's the way he prefers it; Chuck's not a "30-years-later-and-where's-my-watch" kind of guy. He likes the gear gumbo—not the broth. Consider his stops along the way on his gear adventure, some of the benchmarks of the industry: Falk Corp., 8 years; Milwaukee Gear, 7 years; and Brad Foote, 12 years. Schultz now has his own consultancy, Beyta Gear Service (gearmanx52@gmail.com).

But enough history. What you really need to know is that Chuck's blog "refreshes" every Monday, Wednesday, and Friday at geartechology.com. Look for "Blog" at the top of the page and click your gear-lovin' heart out. You'll find Schultz blogs on topics addressed on both the "hardware" and "software" side of things—the serious and the whimsical—but always informative and entertaining.



More of what you're missing if you're missing Chuck:

On "Faydor Litvin: 100 Years a Genius": My last posting talked about finding a book by Professor Faydor L. Litvin in my electronic files. In the preface to the book, professor Litvin laments that many of the personages he wrote about were not recognized for their contributions during their lifetimes. Some of them remained unknown long after their deaths. We still don't know who first accomplished many important feats in our trade. Those who wrote books, filed for patents, taught at prominent universities, or founded companies have a better chance of being remembered. But how would you rank achievers in a field with a history going back several thousand years? Do an innovator, inventor, and founder of several still-existing companies like George Grant get more consideration than an Iron Age mill builder?

We at Gear Technology are thankful that Professor Litvin has been recognized for his achievements within his lifetime and encourage readers to become familiar with his writings.

On "Frequently Asked Questions (and Other TLA or FLA) Gear A.C.R.O.N.Y.M.s":

The gear industry, like many others, has built up its own "lingo" that can baffle neophytes. I understand the Federal government has a manual devoted to the development of three-letter acronyms (TLA) and four-letter acronyms (FLA) to speed communication.

The situation in the gear industry is complicated by the different languages of our participating companies and the different descriptions we use for the same gear features. Somewhere in my files I have the valiant attempt of one group to assemble a "cheat sheet" of gear terms and abbreviations in six languages. It is "incomplete" at six pages.

(Check out Chuck's Blog every Monday, Wednesday and Friday at geartechology.com.) 