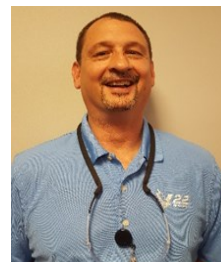
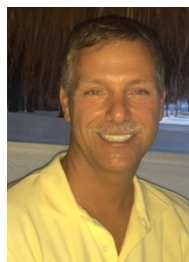


# AHS International

Tom Lunz & Derek Wright (SKF), Myron Jackson (Ret. Bell) & Bryan Baskin (Sikorsky, a Lockheed Martin Company)



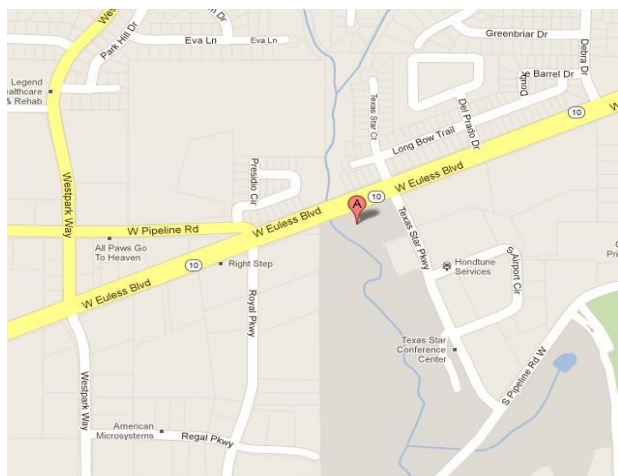
## “Rolling Element and Elastomeric Bearings - History, Design & Future Technology”



Thursday, June 7<sup>th</sup>, 2018

Evening's event will host presentations by and discussion with the panelists that will explore...

- *Past and future bearing technology needs.*
- *The environmental, design and quality issues that must be considered when designing rolling element bearings for safe operation in aerospace and rotorcraft applications.*
- *SKF Elastomeric products and material performance.*



Location:

## Texas Star

1400 Texas Star Parkway  
Euleless, TX 76040

**Dinner Menu:**  
*Home-style Pot Roast  
Coffee, Tea, Water and Dessert*

	<b>Social</b>	<b>6:00 PM</b>
	<b>Speaker/Dinner</b>	<b>6:30 PM</b>
<b>Price:</b>	<b>Members</b>	<b>\$25</b>
	<b>Member Couples</b>	<b>\$45</b>
	<b>Non-members</b>	<b>\$35</b>

**Dress:** Business Casual

For additional information on the dinner meeting or AHS please contact one of the following people:

**Christos Bais (817) 280-6969**

**Hong Xin (817) 377-7504**

**Elizabeth Ward (817) 280-3806**

**Lloyd Reeves (972) 641-5219**

**George Havrilla (817) 280-4253**

**Karl Kulling (817) 280-3791**

**Rick Mullen (817) 280-5197**

**Kyla Marshall (817) 280-4807**

<http://southwest.vtol.org/>

Please **RSVP** by completing the online form here: [AHS RSVP](#) by **5:00pm Friday, June 1<sup>st</sup>, 2018** if you plan to attend. If you have any issues with the form, email Rick Mullen at [rmullen@bh.com](mailto:rmullen@bh.com) or by phone 817-280-5197.

**Payment required in advance via Credit Card/PayPal or payroll deduction.  
Payroll deduction available for Bell Helicopter Employees only.**

# AHS International Southwest Chapter presents...



Tom Lunz & Derek Wright (SKF), Myron Jackson (Ret. Bell) & Bryan Baskin (Sikorsky, a Lockheed Martin Company)

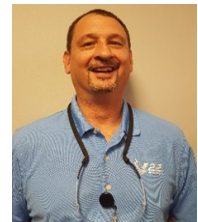
## “Rolling Element and Elastomeric Bearings - History, Design & Future Technology”

Thursday, June 7<sup>th</sup>, 2018



Thomas Lunz offices out of the SKF Aeroengine North America Facility located in Falconer, New York. He has been with SKF for 26 years. He was the Lead Applications Engineer with a primary worldwide focus on Helicopters. Recently his role has evolved into the Manager of Product Engineering . He has a vast array of experience with rolling element bearings, from identifying the right catalog bearing based on customer requirements and operational parameters to make-to-print. Thomas finds the most excitement comes when customers require a bearing design for a unique application.

Derek Wright is a 22 year veteran of SKF USA Inc, from the Elgin, IL office. He spent 17 years in manufacturing development of elastomeric devices and the last 5 years as Elastomeric Devices Engineering Manager. Derek’s responsibilities includes design, manufacturing development, and qualification testing of elastomeric devices (Elastomeric Bearings, Isolators and Dampers) for Helicopter and Airplanes. Prior to SKF, Derek spent more than 5 years with the Lord Corporation in Erie, PA as a Design Engineer in the Helicopter Group.



Derek has been involved in the development of elastomeric devices for:  
Bell: 412, V-22, H-1, 407, 429, 525, V-280, V-247; Boeing: AH-64, 767, 777, 787, 777X;  
Sikorsky: UH-60, S-92, CH-53K, S-76; Leonardo: AW169, AW189, AW609  
Airbus: AS350, AS365, EC135, Tiger



K. Myron Jackson received his BS Mechanical Engineering degree from UTA in 1974 and a MS Engineering degree at UT Austin 1975. He served as a Technical Resource Specialist of rolling element bearings at Bell Helicopter for over 10 years and became Associate Technical Fellow in 2010. In 2011 he became Technical Fellow specializing in rolling element bearings. He retired from Bell Helicopter in 2015.

Bryan Baskin is the Manager, New Product Development, Dynamic Components for Sikorsky, a Lockheed Martin Company. He has spent 21 years in the rotorcraft industry, at two major OEMs, specializing in the analysis, design, and manufacturing of rotor blades, rotor heads, and transmission systems. He has participated in the development of new military and civilian conventional helicopters, tiltrotors, and rigid coaxial rotor helicopters.



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