



Theme: *Focus on Healthcare and Patient Wellness*

Date: February 15, 2011

Schedule:

- 5:30 PM Networking
- 6:30 PM Presentation (free)
- 7:30 PM Dinner (\$25)

Location:

Adelphia
1750 Clements Bridge Rd
Deptford, NJ

RSVP: Tom Masapollo at
Tmasapollo@comcast.net

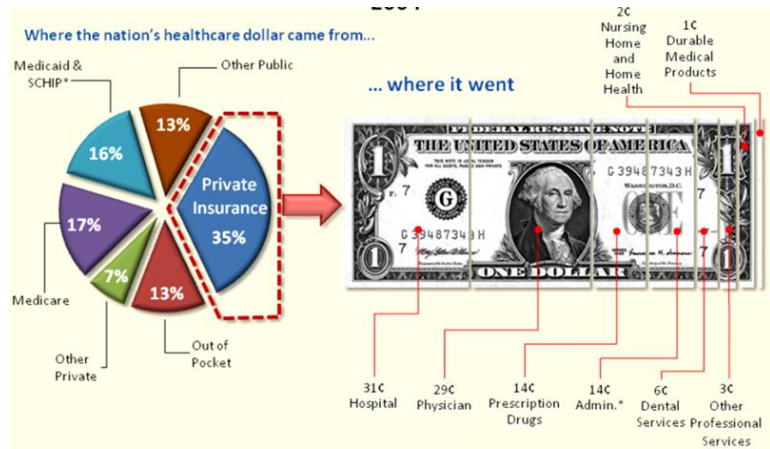
By: Friday, Feb 11, 2011
With your choice of dinner

- *Everyone attending, including Board of Directors, needs to RSVP*
- *Thank You*

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February Technical Dinner Meeting

Joint Meeting with American Society of Quality



Quality in Healthcare: Quality Concepts for Safety and Better Patient Care.

As the complexity of health care delivery has increased, it has become essential for physicians to understand how individual practices relate to the larger system of care. It is within this context that the Accreditation Council for Graduate Medical Education (ACGME) and the American Board of Medical Specialties (ABMS) identified systems-based practice (SBP) as one of the six core competencies in which physicians must be proficient to deliver patient care that is safe and high in quality. SBP is challenging to define, incorporate into training and practice, and evaluate. Competency in SBP requires that physicians understand how patient care relates to the health care system as a whole and how to use the system to improve the quality and safety of patient care. Systems thinking is the cornerstone of SBP. Fostering the ability to recognize the contribution of the system is important for medical students, residents, and practicing physicians.

We look forward to your joining us in this month's technical dinner meeting.

PRESIDENT'S MESSAGE

The rear view mirror is small comparing it to the size of the windshield and history is a great teacher, but civilization is always forward-looking. The future is so bright, and we all need shades. Cliché, but no less true. 2010 was a great year, and 2011 would be better.

We kicked off the new year with Future City in Philadelphia on January 22 (more in our Chapter Activity Report – CAR on page 9), and we will follow up with MathCounts at Rowan University in Glassboro, NJ on February 5. Rowan's chemical engineering was ranked second by US News & World Report last summer.

<http://www.rowan.edu/today/news/index/PR/2771>
Indeed a great place for these young Mathletes to see the campus for themselves. IIESJDVPC is proud to continue our participation as judges in this year's MathCounts competition.

Recently the New York Times has an article on the Organization for Economic Cooperation & Development and the results of its 2009 PISA (Program for International Student Assessment) test, showing 15-year-old students from 65 countries in this global test scores. Interesting to see how the countries stacked up in math, science and reading.

<http://www.nytimes.com/2010/12/07/education/07education.html?scp=1&sq=shanghai%20student&st=cse>

This month's technical dinner meeting will focus on the quality of healthcare from a system-based practice perspective, and touch on core competencies in delivering patient care and the implication of systems thinking. The emergence of systems thinking has been related to the 'inadequacies' of science dealing with complex systems. Complexity in systems is highly pronounced particularly in Socio-Economic Systems; as social sciences have to deal with messy and ill-structured problems.

In parallel to the above developments, System Analysis was developed at RAND in the 1950s. This methodology was originally used to solve resource allocation problems in military operations and it was closely related to the applications of Operations Research. Later, this technique was applied in business as a popular methodology in the solution of business related problems.

We hope you would make time for our February speaker, as healthcare is one important topic for all of us, as well as joining us at MathCounts.

Have a wonderful Groundhog Day . . .

Tom Fung



TREASURER'S REPORT



Mr. Richard T. Huysie reports a Treasury Balance of \$5,005.64 as of December 31, 2011 for the IIE South Jersey Delaware Valley Professional Chapter No. 132.

MEMBERSHIP REPORT

As of January 2011 the SJDV Professional Chapter has 176 Members.

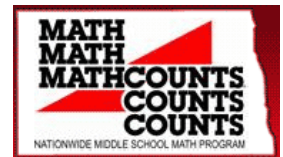


Don't forget to renew your membership . . .

CALENDAR – FEBRUARY 2011

Key IIE dates:

- Feb 5 – MathCounts (snow date: Feb 12)
- Feb 8 – IIE Board of Directors (BOD) Meeting
- Feb 15 – IIE Technical Dinner Meeting



Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5 Math Counts
6	7	8 BOD Mtg	9	10	11	12
13	14	15 Tech Mtg	16	17	18	19
20	21	22	23	24	25	26
27	28					

Officers & Directors
2011 IIE South Jersey Delaware Valley
Professional Chapter No. 132

President & Newsletter Editor - Tom Fung
ttfung@alumni.upenn.edu, fung@aesop.rutgers.edu
(C) 856-362-7238

Vice-President - Fred Rexon
fredrexon@precisionautomationinc.com
(W) 856-428-7400

Secretary - Bob Siebeneicher, CMfgE, CSI, CFOM, F.IIE
Director of Career Development, Constitution & By-laws, & Archivist
bobsiebeneicher2@aol.com
(C) 609-352-1957, (H) 856-235-9446

Treasurer - Rick Huysie
(H) 856-931-7352

IIE Northeast Region Vice President & Director – Kevin Drevik
kdrevik@lge.com
(W) 732-605-0385, x 245

Director of CAR & Engineer's Week - John McGowan, PE
john.p.mcgowan@lmco.com
(H) 856-722-4593

Director of Programs - Tom Masapollo, CMfgT, CSI
tmasapollo@comcast.net, tomm@formation.com
(W) 856-380-2918

Director of Membership & Education – Joe Polidoro
polidoro_joe@yahoo.com
(C) 484-716-1860

Director of Website & Web Master – Paul Siebeneicher
paulsehnen@yahoo.com
(C) 856-630-5564

Director of Employment Assistance Network – Kevin Wiker
kwik12@comcast.net
(W) 215-781-2789

Director of Community Affairs, & PR – Michael Reyman
mreyman@mac.com

Director & Master at Arms – Frank DeFelice
fd744@aol.com

Director at Large – Marven Chin
Marven_Chin@medco.com
(W) 609-880-2172

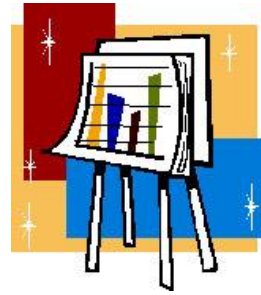
Director at Large - Jackie Martin
Jacqueline_Martin@medco.com

Director at Large - Hardik Patel
Hardik.Patel@boeing.com

Director at Large – Hardik Shah
hshah@interlinebrands.com

Director at Large – Gene Wrotny
unlvnellis@yahoo.com

February Speaker's Bio



Carmen Rodriguez is the PDT (Photodynamic Therapy) Program Manager and Laser Specialist at University of Pennsylvania School of Medicine. She is also the current South Jersey American Society of Quality Program Director.

Carmen Rodriguez (far left) at our November joint meeting with the American Society of Quality. James August, photo below third from left; with ASQNJSS's Program Facilitator Joy Young, and our Tom Masapollo, Director of Programs.



MathCounts at Rowan University
February 5, 2011 Saturday
Snow date: Feb 12

MATHCOUNTS is a middle school mathematics competition. Its founding sponsors include the CNA Foundation, the National Society of Professional Engineers, and the National Council of Teachers of Mathematics. The competition is designed for sixth, seventh and eighth graders.

Please join us.

Career Development

ENGINEERS AS GOODS MOVEMENT PROFESSIONALS

‘If you are not part of the solution, you are part of the problem.’

The imagination does not have to be stretched too far when it comes to logistics and transportation problems and their associated costs. As early as 1969, when I was a young practicing engineer for American Can Company in Morrisville, Pennsylvania, I was told that 80% of every dollar was spent on material handling. Many decades later, and a much more experienced and wiser engineer, I believe that the cost of material handling’s share of a dollar was closer to 90%, with no offense to Pareto. We receive, process and ship at Camden Iron & Metal, between 700,000 to over a million tons of post consumed metal products annually. In reality, since we handle the material into and out of manufacturing processes, to and from various processing facilities and eventually to our customers, we are in fact material handling tens of millions of tons of materials. The typical consumer may think of material handling cost in getting to the store to purchase an item and getting it home. But, it is not until paying shipping costs directly charged from an Internet purchase or telemarketing activity that the consumer makes a connection. The reality is that the true cost of a product is mostly in its logistics and transportation costs well before it gets to the consumer, which we will call LT.

Our Federal Government takes LT so seriously, that they passed Federal laws and regulations that require a Metropolitan Planning Organization (MPO) for each urbanized area with a population of more than 50,000 to coordinate a comprehensive, coordinated and continuing transportation planning program. The Delaware Valley Regional Planning Commission (DVRPC) is the designated MPO for our nine-county metropolitan region that includes Bucks, Chester, Delaware and Montgomery Counties and the City of Philadelphia in Pennsylvania and Burlington, Camden, Gloucester, and Mercer Counties in New Jersey. The DVRPC’s Goods Movement Task Force (GMTF) is the most active group within the DVRPC. I have been an active member since 2002. The DVRPC-GMTF meets quarterly, holding its 1Q2011 Meeting on January 12, 2011. Their remaining meetings are scheduled on Wednesdays for April 13, July 13 and October 12, 2011. The professional community and public are always invited. You may find out more by going to www.dvrpc.org/freight.

With the lack of a new Federal transportation bill, declining revenues from fuel taxes, general decline in the infrastructure condition, and increasing congestion, what is a nation to do? Dr. Peter Swan of Penn State Harrisburg was the DVRPC-GMTF guest speaker, speaking on ***Crisis In Infrastructure Financing: What Are Our Choices?*** Dr. Swan presented a bleak look into what will happen if not addressed. He presented three choices: Do Nothing, Quick Fixes and Raise User Charges. ‘Do Nothing’ is not an option. ‘Quick Fixes’ will only delay the collapse of our transportation infrastructure when it will cost more to repair or replace. Haven’t we already been ‘Raising User Charges’ to address our aging and deteriorating transportation infrastructure? The answer is No! Dr. Swan reminded us that we have only been repairing infrastructure failures and resurfacing maintenance. Dr. Swan says that we have done a poor job in educating the public on

economies of scale. There are no free lunches and there are ***‘No Free Roads’***. ***“The real cost of not addressing the rebuilding of our transportation infrastructure is a loss of mobility.”***

Failure to have a sustainable infrastructure finance support program will negatively impact all four million plus population in our MPO region and all MPO regions. As mobility decreases for freight and people, due to greater cost per mile, there will be less capacity, higher wages, the standard of living will decrease, and economic wealth will decrease. Dr. Swan says the key to success is educating the public on the economics that support not a tax, but a ***Road Use Charge (RUC)***. The RUC would be based on the actual use of the roads for all users. Did you know that there are 613 trains per day carrying 6.0 million riders annually in our MPO? What if those 6 million riders were using the roads instead of the rails? What needs to be done to increase the use of rail for transportation? Dr. Swan stated that some \$1.5 Billion was spent in the last 5 years for education and healthcare construction in our MPO. \$1.9 Billion is planned for education and healthcare construction in the next 5 years. Our MPO has seen an average job growth of 1.65% between 1997 and 2007. Our MPO is growing and needs the transportation infrastructure to support it.

As a professional engineer, you need to be involved in the freight transportation operations and support that touches you every day. Everyday essentials, such as food, clothes and energy are supplied by a massive global supply chain that transports and delivers goods and services to our MPO, besides providing access to our homes and work. Since 2004, the redevelopment of the historic U.S. Steel Fairless Works facility in Bucks County has created 3,000 manufacturing jobs in wind and solar power, and biofuels. Changing patterns and trends meet demands, but provide challenges requiring engineering solutions. Freight related land use, truck parking and routes, air quality and safety are freight issues that need to be addressed. The Federal Highway Administration predicts that the weight of shipments is expected to grow 73% through 2035. Imports are expected to double by 2035. What would happen if you double the freight and traffic today on our roads? The answer is gridlock and lots of it.

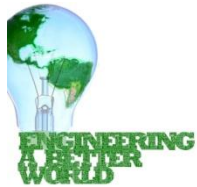
We industrial engineers need to get more involved in effective freight planning policies, freight land use, truck access and parking, truck routing, air quality and safety. We can create corridor approaches that maximize freight movement in an efficient, safe and secure manner. We can create freight villages, short-term and overnight parking, optimal local commercial routes, improved roadway geometry, advance access management, emission reduction programs, and enhanced safety at grade crossings. You do not have to be a transportation engineer or manager to be part of the solution. All you need to do is get involved professionally like I have done and you no longer may be accused of being part of the problem. Contact Ted Dahlburg at tdahlburg@dvrpc.org or Walker Allen at wallen@dvrpc.org. You may contact Dr. Swan at dfs4@psu.edu.

The IE is the “Change Agent” of the future! Make Your Career Happen! Educate, Proliferate . . . or Vanish! ©

Paul Robert Siebeneicher, II, CMfgE, CSI, CFOM, F.IIE

Director of Career Development – IIESJDVPC

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Bill Chaney
Innovative Engineering, Inc.
Phone: 732-449-0099 x280
Cell: 312-919-9301
Fax: 732-449-3131
bchaney@innovativeengineering.net

Contributing Editor *Paul R. Siebeneicher III*

The Engineer as *Soldier for Sanity*



Growing up I'd heard the jokes about the government paying hundreds of dollars for a single hammer. Still I was surprised to come across an article, in the November 2010 issue of the newsletter of my Navy division, describing just such a situation. It turns out that in repair and replacement activities the US Navy was paying \$358.14 per unit for a one-inch long thumbscrew that could be procured from an alternate supplier for \$3.25 per unit. Pointing out that 19,800 of these thumbscrews are in use on ships across the fleet, the article indicated that the part switch has the potential to save the US Navy over seven million dollars in future expenses as the originally installed thumbscrews are replaced due to thread wear or due to loss in maintenance disassembly and reassembly operations.

Perhaps especially because I came to the US Navy from manufacturing in the private sector (more on that shortly), I was surprised and disappointed to find in this article no mention of root cause analysis into – let alone anger over – the personnel and processes which had allowed us to spend \$358.14 per thumbscrew in the first place. How long had this been going on? Who or what was responsible? What measures will be put into place to prevent such a thing from happening again? As both a contract employee of the US Navy, and also a US taxpayer, I wanted to know. In fairness of course, perhaps the omission of such details in the article, doesn't rule out their existence; perhaps proverbial heads are in fact rolling, in one way or another, over this apparent abuse of tax dollars. At least the US Navy acted to implement the part substitution recommended by its two engineers who came across the issue.
Engineers: 1, Insanity: 0.

Before coming to the Navy by way of a contracting outfit, I spent sixteen years working in various capacities at Metrologic Instruments Inc., a private sector electromechanical and optical design and manufacturing firm. At Metrologic, the Bill of

Materials (BOM) for each of our product models was scrutinized and refined as a constant work in progress. Engineers and other production planning personnel knew the BOMs inside and out, Pareto charting the constituent components by cost, always with an eye on reducing the BOM cost. I could be wrong but I highly doubt that Metrologic's personnel and processes could ever have allowed \$358.14 to be spent on a \$3.25 thumbscrew.

That said, Metrologic Instruments was not without its problems in the other direction. As a young Quality Engineer with a BSEE degree, one of my first assignments there was to investigate the failure of our MS700's outgoing communications circuitry in field installations. In our environmental testing my technician and I were able to demonstrate that a burst of Electrostatic Discharge (ESD) – such as generated by a person shuffling their feet across the floor in a dry environment – when applied to the MS700's communications cable would quite predictably blow out the scanner's RS232 communications driver chip. With the RS232 chip destroyed, our MS700 bar code scanner had no way of communicating with our customer's cash register; our MS700 scanner was turned into an expensive doorstop.

Research and testing demonstrated that the installation of a surge redirecting "transzorb," on each of two RS232 communications lines, would safely and consistently protect the MS700's RS232 driver chip from ESD. The transzorb cost 13 cents, or 26 cents for a pair of them. I wrote a report recommending the addition of the transzorbs into the MS700, whose total BOM cost was probably in the ballpark of \$100, and whose average selling price was probably around \$300. No one – not our Manufacturing VP, not our Chief Design Engineer, and not even my own Quality Manager who directed me to spend my time and salary investigating the underlying problem – expressed any interest in the report. Sure, the addition of just 26 cents to the BOM would result in a more rugged product, less customer complaints, and less out-of-our-own-pocket warranty repairs involving costs for labor, materials, and shipping and handling, but this was Metrologic, where zero BOM cost was the Holy Grail, and each of the CEO's men and women knew the commandment, Thou shalt not add to the BOM cost. *Engineers: 1, Insanity: 1.*

Both situations described here strike me as being wrong. On the one hand, we seem to have a classic example of public sector carelessness with taxpayer money, and on the other hand we arguably have yet another example of private industry shooting itself in the foot by sacrificing

everything else for the sake of cutting costs. Engineers ultimately prevailed in at least one of these two situations, but only after an undisclosed amount of needless waste. There has to be a middle ground of sanity between such extremes of insanity.

If you've listened to any news reporting in the past year then you know that America is in dire straits and that our government can ill afford to spend \$358.14 on a single thumbscrew. If you had sat in my various seats at Metrologic Instruments for sixteen years, you might have come to agree with me that our laser focus on "cheap" ended up contributing to the commoditization of our product as a throwaway item, driving our profit margins down, driving us into the hands of venture capital vultures, and driving our production operations and personnel offshore.

As the majority of the world's physical commerce still moves by ships on water, the US Navy is a necessary entity, enabling companies like Metrologic to safely move their parts and products through open sea lanes. As the US Navy is largely a taxpayer funded enterprise, private companies such as Metrologic are a necessary entity, enabling the very existence of the US Navy.

As an engineer, I'm an applied mathematician and an applied scientist. I might become sad or angry through the course of my work – and believe me, both situations described above made me angry – but my training has hopefully prepared me to be a voice for reason and sanity in a country desperately in need of it. We're often told of the patriotism of our men and women in uniform in the armed forces, but what about the patriotism of our civilian engineers who struggle daily in private industry, against the double whammy of relentless foreign competition and their own often short-sighted managers, to produce products to sell to consumers in other nations to be able to generate the tax dollars needed to pay for our armed services?

Freedom isn't free. And being an engineer isn't easy, whether in the face of public sector carelessness and excess or private sector greed and lack of vision. But someone has to be responsible, to fight for the cause of sanity in a country facing immense challenges both internal and external. As engineers we can't win every fight, but we have to fight on anyway, because the survival of our nation and our human species depends upon it.

Paul R. Siebeneicher III



There's No Such Thing as the New Normal

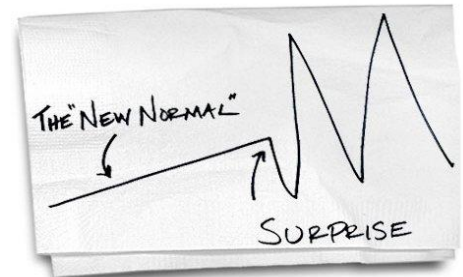
By CARL RICHARDS

One of the things that make humans human is the tendency to seek out patterns. In fact, we often spot coincidences and call them patterns when none in fact exist. Our pursuit of patterns can lead us to define the recent past as the "new normal," a definition that can vary greatly based on personal circumstance.

When we get focused on the new normal, we forget to think about the possibility of surprises. After all, our brains naturally want to cut through the complexity and settle into a routine.

But the reality is that surprises will happen no matter how we define normal because life has no set or guaranteed pattern. Surprises interrupt our definition of the new normal and cause us to reset our expectations.

If history tells us they will happen though, why are we so surprised by the surprises?



There are at least two reasons:

- 1) The origin of the next surprise often looks different than the last one.
- 2) The longer and more pronounced a new normal seems, the less it takes to surprise us.

[Nassim Taleb](#) illustrates this problem with the story of a turkey. For every day of a turkey's life, he's fed on a regular basis and comes to expect that his daily pattern of being fed is a general rule. Imagine this turkey's surprise on the Wednesday before Thanksgiving when this pattern changes. The turkey had no reason to think the pattern would change. Yet it did just that with no warning and with serious consequences for the turkey.

Clearly, you don't want to be a turkey.

Granted, we're often asked to make decisions, particularly financial ones, based on a degree of uncertainty. To counter this uncertainty, we commit one of the classic behavioral mistakes by looking to the recent past, identifying a pattern and projecting it into the future. The danger of this behavior is that we're making decisions based on the new normal and often fail to include the potential for surprise.

As you plan for 2011, it's time to evaluate your current normal. How are you spending your money? How much are you saving? How are you investing? Maybe you don't need to make any changes, but it's worth considering if you have a backup plan for the next surprise.

Because it will come, after all. We just have no idea what it will look like.



Travel Journal from the Newsletter Editor

I traveled to North Philly last fall, as I agreed to be a speaker at the



between ‘Cost Elements’ vs. ‘Cost Drivers’. I went on to share my experience touring textile factories in China, and seeing Chinese garment factories practicing *Lean Manufacturing* and *Total Quality Management*.

The Event was well attended by local small business owners, and entrepreneurs, as well as graduate school students from the Fox School of Business, major in international business. Total attendance was close to 80.

Temple Small Business Development Center’s **Going Global Series.**

The focus was ‘Doing Business in Asia’. **Joe Polidoro** - Director of Membership & Education was also able to join us.



Terry Cooke, PhD (Founder & CEO of GC3 Strategy) was the lead-off speaker at the session. His presentation centered on Cleantech and Clean Energy in Greater China: Opportunities and Risks for U.S. Business. Terry went on to share with us a web resource: <http://www.china-greentech.com/>.

The China Greentech Initiative is the only global community of 100+ commercial, government and non-profit organizations focused on identifying, developing and promoting greentech solutions to promote sustainability. China Greentech Initiative accelerates the commercial success of organizations through Partner Program and Advisory Services. Featuring inclusive and diverse perspectives, the Initiative brings together the best thinking and capabilities of Partners from multiple geographies, industries and business models. Approximately a-third of Partners are from China, a-third from the United States, and the rest from Europe and the rest of Asia.



Matt Glenn, International Operations Manager of Analytical Graphics, Inc. (AGI) shared with the audience on his company’s ‘Success Business Experience in Asia’.



The last speaker was **Tony Ceballos**, Director of the **US Commercial Service**, from Philadelphia. Tony’s group is part of the **US Department of Commerce**. The emphasis from Washington today is to explore exports. In an analysis by the Department of Commerce’s Economics and Statistics Administration (ESA), and the International Trade Administration (ITA), this interagency white paper finds that the value of exports to support one job will increase to as much as \$185,000 in 2010. That same figure was last officially estimated in 1996 at \$92,000 per job, and reflects the high and increasing productivity of the US workforce in exported-related production.

Masaki Fujihara of JETRO (Japan External Trade Organization) from New York discussed ‘Doing Business with Japan’, and **Curtis Louie** of the Hong Kong Trade Development Council (HKTDC) spoke on ‘Helping Manage Opportunities and Challenges in Asia’.



My presentation centered on the supply chain dynamics of Asia, and concentrated on the ‘*Cost side of the business*’. We touched the difference



The event was well organized by **Holly Meng** of Temple SBDC. Her contact info:

hollym@temple.edu,
<http://sbm.temple.edu/sbdc/hollymeng.html>

Bon voyage, my friends,
Tom Fung

CAR Article



The 16th Annual Philadelphia Regional Future City Competition was held at the Sheet Metal Workers Union Hall by the Delaware River on January 22, 2011. There were a total of 40 Middle Schools from across the South Jersey Delaware Valley that came to compete in this wonderful event to show case the next generation of engineers.



Our SJDV Professional Chapter was present to coach, mentor, and participate in the judging process (Photo above - from left: Joe Polidoro, Bob Siebeneicher, & Tom Fung. John Bianchi, not pictured, served as official score keeper). Mike Reyman served as the mentor to the St. Andrew School for the second year in a row, but was absent due to family obligation. Picture below shows the team from St. Andrew.



The themes this year continued to reflect the current global concerns: sustainability, renewable energy, international cooperation, crisis management, and innovations to solving challenges facing all of us.

The models built by the students ranged from underground colonies, to submerged cities in ocean, to cities far into the future. The complex details clearly showed the efforts and dedications that the teams of students had put into this completion.



The Carl Sandburg Middle School, pictured above, showed a team of diverse members, a sense of inclusion in forming teams. They all bring creativity and diversity of ideas to explore what a future city could be: renewable energy to lower carbon footprint, and smaller city to better coordinate services. Above all, making sure wellness of the citizens is a top priority.



Some Future City models came in as a geodesic dome, pictured above, a spherical shell structure or lattice shell based on a network of great circles lying on the surface of a sphere; while some were built with no defined shapes or forms

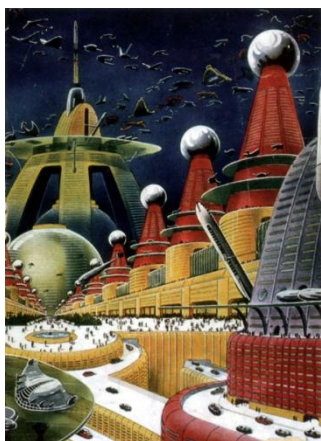


While one city model was wrapped in a bubble, like the one above, with infinite possibilities, some leaned to skyscraper style building motif.

skyscrapers the size of whole districts, rooftop aerodromes, wide pedestrian boulevards, and metal roadways strangely devoid of traffic. There are even urban space launch pads where giant rockets are winched upright before blasting off to the heavens.

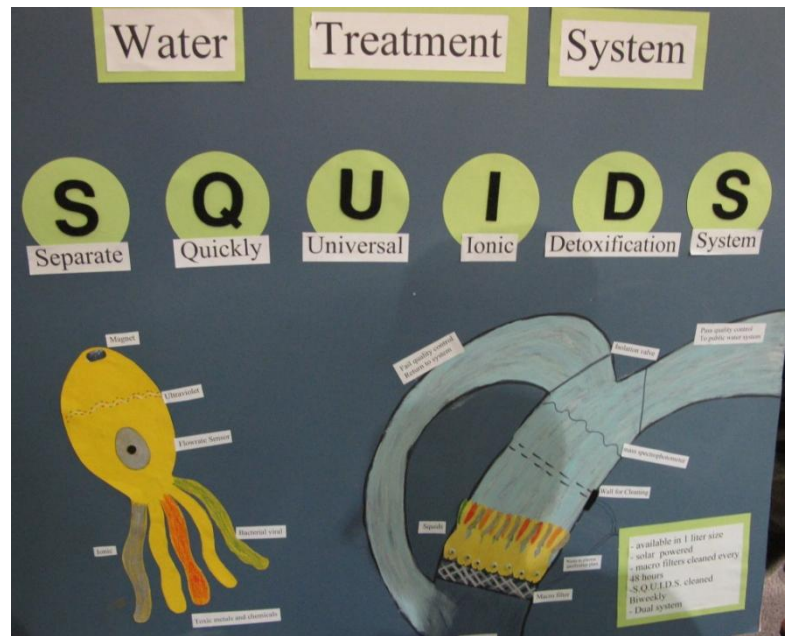


To truly see what Frank Paul has envisioned years ago, all you need would be to spend half a day at this year's Philadelphia's Future City Competition. The exhibition hall was packed with bright young engineers of the future, energetically explaining their creations, and showing total command of technologies that have yet to be invented.



What is a 'future city'?

This painting (left) by Frank R. Paul's of a city of the future and is typical of such predictions. The city is a massive pile of steel, plastic and glass put together in a way that not only has no past, but also actively rejects it. It is a place of heroic technology with



...who thought a squid couldn't be a part of tomorrow's cleaning water solution ...

First Place Winner was Our Lady Help of Christians, Abington, PA. We will publish the list of winners in our March Newsletter.

January Technical Dinner Meeting

The speaker at our January Technical Meeting (joint meeting with the American Society of Quality) was Dave Brown, and the topic was RFID, Radio Frequency Identification. Dave covered the wide spectrum of RFID, from types to functionalities, as well as addressing some of the misinformation surfing in the internet. In short, Dave is an urban legend myth buster.



Photo above: from left, Bob Siebeneicher, Tom Masapollo, Paul Siebeneicher, and Dave Brown.

One misconception about the current US Passport (mandated by the 2006 Safe Port Act), which has an embedded RFID with it would allow others to steal all your personal information, such date of birth, photographs, SSN, etc. The reality is that the passive RFID contained in the new US Passport could only hold very small memory, perhaps up to 1 or 2K. Hence, the other information it holds is perhaps a passport number, which allows the custom agent to tap into the Dept. of State data warehouse to retrieve all the necessary information for custom clearance and entry.



Dave is currently pursuing a PhD with focus on enterprise security. His presentation gave a comprehensive benchmark on the technical capabilities, as well as the broader applications of this technology; such as prison, school, travel, medical and US security matters. He also brought in practical insights into the pool of 'half truths' that have gone viral in the net over the past few years.

In terms of driving the cost curves, Dave made a point that once the RFID reaches a penny a unit, would spell the end of the entire optical scanning industry.



This joint meeting created an opportunity for professionals to network, as we had three professionals from Check Point joining us. Based in New Jersey, Check Point Software Technologies Ltd. (www.checkpoint.com), a worldwide leader in securing the Internet, is the only vendor to deliver Total Security for networks, data and endpoints, unified under a single management framework.

Quotable

An engineer dies and reports to the pearly gates. St. Peter checks his dossier and says, "Ah, you're an engineer -- you're in the wrong place."



So, the engineer reports to the gates of hell and is let in. Pretty soon, the engineer gets dissatisfied with the level of comfort in hell, and starts designing and building improvements. After awhile, they've got air conditioning and flush toilets and escalators, and the engineer is a pretty popular guy.

One day, God calls Satan up on the telephone and says with a sneer, "So, how's it going down there in hell?"

Satan replies, "Hey, things are going great. We've got air conditioning and flush toilets and escalators, and there's no telling what this engineer is going to come up with next."

God replies, "What??? You've got an engineer? That's a mistake -- he should never have gotten down there; send him up here."

Satan says, "No way. I like having an engineer on the staff, and I'm keeping him."

God says, "Send him back up here or I'll sue."

Satan laughs uproariously and answers, "Yeah, right. And just where are YOU going to get a lawyer?"

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Tom Fung
Newsletter Editor
South Jersey Delaware Valley Professional
Chapter No. 132
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