



Newsletter of the Council of Logistics Engineering Professionals



April - May 2010

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From the President:

Our elections for the 2010 Board of Officers have been completed and I would like to thank everyone for being prompt with your casting of ballots. Your newly elected 2010 Board of Officers are listed on the left. As a member of CLEP, I would encourage each member to communicate with your officers and provide them with your input of where CLEP needs to focus in the coming year. I would also challenge you to consider serving CLEP as a member of one of their committees. If you would consider this, please contact one of the Vice Presidents and let them know where you could assist.

Most of are aware that CLEP participated with the US Army Materiel Command – Logistics Support Activity and hosted the **2010 Life Cycle Logistics shop Symposium** on March 8-11 in Huntsville, Alabama. This annual event brings together logisticians, and users of LOGSA's world-class logistics software tools, from across the nation to learn new techniques about using the LOGSA-developed logistics analysis software tools and hear about

enhancements that will be made to the software tools and products in the near future. It is also an opportunity for users to give valuable input to the program developers of problems encountered with using the software products and pro-pose new capabilities and solutions that could be beneficial to other users of the Life Cycle Logistics Tools.

During the symposium this year, we had the honor of presenting the newly established Blanchard – Langford Award.



Pictured are (L-R) Mr. Dirk Langford, Mr. Jim Martin, President of CLEP, and Prof. Ben Blanchard

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CLEP Certification Programs "Path Ahead"

Patrick M. Dallosta, CPL
Vice President, Education
Council of Logistics Engineering Professionals

1. Introduction.

Our January 2010 Newsletter contained an article entitled, *"Meeting the Needs of the Logistics Engineering Community through Competency Based Education and Certification"* that addressed the Council of Logistics Engineering Professionals' programs for education and certification.

The article highlighted best practices that we will use to establish a framework for developing our educational and certification programs that will benefit both Government and Industry communities.

The primary objective of CLEP's educational program is to provide competency-based training and certifications that enable members of the Logistics Engineering Community and other Communities working in within the Systems Engineering-Logistics

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Calendar of Events

Upcoming Events

2010 Navy Gold Coast Small Business Opportunity Conference, Aug 17 -18, 2010, San Diego Convention Center, San Diego, CA; www.navygoldcoast.org

UID Forum, Sep 7-9, 2010, Hilton Orlando, Orlando, Florida; www.uidforum.com

ASNE-Fleet Maintenance and Modernization Symposium, Sep 14-15, 2010, Virginia Beach Convention Center, Virginia Beach, VA; <http://www.asne-tw.org/asne/FMMS10/>

NDTA 64th Annual Transportation and Logistics Forum & Expo, Sep 18 - 22, 2010; Gaylord National Resort Convention Center, Washington, DC; http://www.ndtahq.com/events_forum_expo.htm

USAF 2010 Logistics Officer Association Conference, Oct 11-14, 2010, Caribe Royale Hotel and Convention Center, Orlando, FL; <http://www.loanational.org/conference/>

NDIA 13th Annual Systems Engineering Conference, Oct 25-28, 2010, Hyatt Regency Mission Bay, San Diego, CA; <http://www.ndia.org/meetings/1870/Pages/default.aspx>

2010 DMSMS & Standardization Conference -"Bridging Acquisition and Logistics", Oct 25-28, 2010, Rio Hotel & Casino, Las Vegas, NV; <http://www.dmsms2010.com/pages/hotel.html>

DoD Maintenance Symposium & Exhibition, Nov 15-18, 2010, Tampa Convention Center, Tampa, Florida; <http://www.sae.org/events/dod/>

WBR Defense Logistics Conference, Nov 30-Dec 3, 2010, Marriott Crystal Gateway – Arlington; www.defenselog.com

CLEP Member Receives Award

Joe Davis of *Saddle Butte Systems, LLC*, and currently supporting PMA-261 on the CH-53K Supportability Integrated Product Team, was presented the National Defense Industrial Association's 2010 Edward M. Greer Award on 15 April at the NDIA National Logistics Conference in Miami.

The award is presented annually to an industry individual in recognition of noteworthy contributions or meritorious service to the Department of Defense in the area of integrated logistics support engineering and its implementation in maintenance and product support.

The award was established in 1956 by Greer Hydraulics, Inc. to stimulate thought and develop programs that will benefit industry and the public. The award was presented by General Duncan McNabb (USAF, Commander, USTRANSCOM) and Major General Barry Bates (USA, Retired, VP Operations NDIA). Joe is one of only 48 who have received the award since 1956.

Joe is a member of The Council of Logistics Engineering Professionals



The photo of the presentation from left to right is Joe Davis, MG (ret) Bates, and General Duncan McNabb.

Meeting Minutes - Board of Officers March 2010

CLEP Annual Meeting Minutes

Thursday, 11 March 2010 at 12:00 PM Central Time, Huntsville, AL

[Note: Our Annual Meeting was held in accordance with the By-Laws of the Council of Logistics Engineering Professionals. All members were invited to attend either in person or by teleconference.]

The annual meeting was called to order by Mr. Jim Martin, President. He then cordially and welcomed all members in attendance.

Report from Officers

- President, Jim Martin
 - State of the Council - the President presented the progress and status of CLEP in terms of challenges presented and successfully dealt with and his vision for Future 2010 Challenges. The presentation is posted to the CLEP web site at logisticsengineers.org.
 - The President thanked Mr. Blanchard for his vision and hard work on the Organizational Capability Model: Logistics Engineering (OCM-LE)
 - The President added a new member to the Board of Advisors – Mr. Mike Osborne
- Immediate Past President and VP Programs, Bill Horne
 - LOGSA/CLEP Conference - Mr. Horne provided feedback that he had received regarding the LOGSA/CLEP conference and reported positive feedback from vendors and participants. Exhibitors provided comments, such as: “the best conference in many years”. The conference was attended by over 320 participants.
 - Newsletter – the Newsletter has been published on the web site. Mr. Hallen will be assuming responsibilities for its future publication.
 - Certificates of Appreciation were given to “key” people involved in the LOGSA/CLEP Conference with the President intervening to extend his personal thanks for a “job well done”.
 - Elections – Mr. Horne reported the results of the election as follows: President – Mr. Bill Horne; VP Operations - Mr. BJ Silvey; VP Communications - Mr. Lincoln Hallen; VP Membership - Mr. Mike Connor; VP Finance - Mr. A. Vic Poillucci
- VP Operations, Lincoln Hallen
 - Federal Filing of 501(c)(3) - Mr. Hallen reported on the status of the Federal filing requirements and our status as a tax exempt corporation has been accepted.
- VP Admin, Vic Poillucci - Mr. Poillucci thanked the President for his vision and leadership during

MARK YOUR CALENDAR AND SAVE THE DATE



July 26 - 28, 2010
Marriott Crystal
Gateway, Arlington, VA

Maximizing Reliability And Availability To The End-User Through Performance Based Lifecycle Support

Performance Based Logistics has become one of the Defense Industry's key strategies to extend the lifespan and improve the reliability of today's defense systems. Increased deployments and shifting acquisition budgets are driving logisticians to minimize system downtimes and improve warfighter support using innovative PBL approaches.

As the DoD continues to strive to improve the way it does business, PBL is going through a critical shift, moving towards acquisition reform and focusing on lifecycle product support.

Get Answers At The PBL Conference

Performance Based Logistics 2010 is a leading military logistics conference and will help you to uncover the issues and challenges in implementing the Weapons System Acquisition Reform Act. Get the details about product support and how you can achieve and maintain the materiel readiness and operational capability of your weapons systems, subsystems, software, and support systems through an improved PBL process.

Join Over 250 Logisticians, Industry Partners And DoD To Discuss And Address The Following Challenges:

- How to better understand the new PSAT report and the new Product Support Business Model -- its intent and implementation of the policy
- With continued global deployments in Iraq and Afghanistan, availability and reliability of weapons systems is even more critical. How do you best forecast and meet systems performance goals to support the changing needs of the warfighter?
- With the reissue of the DODI 5000.02 – the first major change in the DoD Acquisition Management System in over 5 years, find out how your peers and colleagues are doing with the adoption and implementation of the new guidelines in acquisition and program management
- Untangle the confusion in developing a supportability strategy and putting together the Business Case Analysis (BCA). Learn about best practices for the BCA and for entering into a PBL relationship
- Establish a Total Ownership Cost (TOC) to encourage contractors to make strategic investments in supply chain processes, product reliability and sustainability that will optimize the overall costs
- Address human capital needs and identify new competencies to support PBL next generation – Lifecycle Product Support

Secure your place at the PBL Conference to be part of this exceptional meeting of top Defense logistics and acquisition minds.

For Registration and Conference Details Visit:
<http://www.wbresearch.com/pblusa/home.aspx>

Meeting Minutes - Board of Officers March 2010

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his term in office and thanked all for their support.

- VP Finance, B.J. Silvey - Mr. Silvey reported a balance of over \$70,000 in the CLEP account and intimated that outstanding obligations remain unattended.
- VP Membership, Mike Connor – Mr. Connor reported the Membership rolls at about 300 with renewals due June 6th. He is soliciting Corporate Members willing to support CLEP and its goals and objectives. Mr. Connor is reviewing Member Benefits and Scholarships and has established a goal of 200% for the up-coming year.
- VP Communications, Dan DiDomenico - Mr. DiDomenico will provide the web master information for posting to the web site. Mr. DiDomenico is soliciting help to assist the Webmaster, Mr. Rodock.
- VP Education, Pat Dallosta (excused absence). Mr. Dallosta's remarks were presented by Mr. Jim Martin. Mr. Dallosta initiated an annual award to recognize individuals who have contributed to the well being and education of the Logistics Engineering Community. The award was given to two individuals this year in recognition of their contributions to the community, Professors Ben Blanchard and John Langford (deceased) were recipients of this year's award. The award has also been named in their honor – The Blanchard-Langford Award. Accepting the award on behalf of his father was his son - Dirk Langford. Mr. Dallosta is to provide written criteria and requirements for the award.
- Webmaster, Stephen Rodock - excused absence

Status on Sections

- San Diego Section - no report
- Space Coast Section – no report
- National Capital Section - no report
- Phoenix Section - no report
- Huntsville Section - no report

Other Business: The President presented Certificates of Appreciation to the Board of Officers and thanked all who contributed to the success of CLEP for a banner year.

The Meeting adjourned at 1:57 CST

CLEP will be introducing new programs and policy changes within the coming year to better serve our members' needs. Please look forward to our monthly newsletters to keep informed and abreast of these new changes. And, as always, let us hear from you with your concerns.

A Message from the Under Secretary of Defense For Acquisition, Technology and Logistics



The importance of a right-sized, high quality, high performing acquisition workforce cannot be overstated. On March 4, 2009, President Obama signed his memo, "Government Contracting," with a mandate for the Federal Government to have sufficient capacity to manage and oversee its contracting process. On April 6, 2009, Secretary of Defense Robert M. Gates announced his intent and recommendations to change the Department's strategic direction and reform the DOD acquisition process. This heading change includes increasing the size of the organic Defense Acquisition Workforce (DAW) by 20,000 employees. Our hiring initiatives are on track, and the acquisition workforce will grow from approximately 127,000 to 147,000 by 2015. This will return the acquisition workforce to above the 1998 level of approximately 146,000. About half, or 10,000 of the planned growth will result from in-sourcing selected acquisition support services and performing these services with government employees. This will help us to better address inherently governmental functions and ensure we have appropriate oversight of all acquisition activities. It will also improve the balance between our government workforce and contractor support personnel who will continue to play a vital role on the Department's Total Force team. To successfully accomplish the acquisition mission we will place greater emphasis on a high quality workforce having the right competencies and skill sets, at the right places at the right time.

While our hiring initiatives are on track, the Department must act now on its strategy to increase its acquisition management, technical and business capability and capacity to manage and oversee the acquisition process - from start to finish. Accordingly, I have made sustaining a high quality, high performing workforce one of my top priorities. The key to improving acquisition outcomes is our people. DOD depends on a diverse and knowledge-based workforce comprised of acquisition, technology, and logistics professionals. They are our greatest asset and are critical to our success. I have re-established the Defense Acquisition Workforce Senior Steering Board to sharpen our strategic focus and provide a forum for the acquisition senior leadership team to thoughtfully deliberate and advance our acquisition workforce initiatives. This dynamic and integrated process will build upon a highly effective, performance-based culture that attracts, retains, motivates, and rewards high-performing, top quality workforce members. We will build on our current accomplishments taking full advantage of existing authorities.

Finally, a very concerned Congress has been actively involved in shaping and supporting the Department's workforce initiatives. Their support with funding, expedited hiring authority, workforce recognition and incentives, and other human capital legislation has been very important for our current success. I appreciate the Congress' support and will work with each member as we continue to deploy and evolve our workforce strategy. Complete success will not be achieved overnight. As Secretary Gates has stated, "there are no silver bullets." This plan builds upon our accomplishments and positions the DOD acquisition workforce for the future. Emanating from Secretary Gates' overall strategic vision, this plan is based on the principles of leadership alignment, Service-unique force planning, and integrated component sharing and collaboration. I solicit all stakeholder support, and look forward to working together as we grow, re-shape and rebalance the workforce with special emphasis on improving workforce quality.


Ashton B. Carter

X-51 Waverider Makes Historic Hypersonic Flight

by Air Force Flight Test Center Public Affairs

5/26/2010 - **EDWARDS AIR FORCE BASE, Calif.** -- An X-51A Waverider flight test vehicle successfully made the longest ever supersonic combustion ramjet-powered hypersonic flight May 26 off the southern California Pacific coast.

The more than 200 second burn by the X-51's Pratt & Whitney Rocketdyne-built air breathing scramjet engine accelerated the vehicle to Mach 5. The previous longest scramjet burn in a flight test was 12 seconds in a NASA X-43.

The X-51 launched about 10 a.m. Wednesday from Edwards Air Force Base, carried aloft under the left wing of an Air Force Flight Test Center B-52 Stratofortress. Then, flying at 50,000 feet over the Pacific Ocean Point Mugu Naval Air Warfare Center Sea Range, it was released. Four seconds later an Army Tactical Missile solid rocket booster accelerated the X-51 to about Mach 4.8 before it and a connecting interstage were jettisoned. The launch and separation were normal, said Charlie Brink, X-51A program manager with the Air Force Research Laboratory at Wright-Patterson Air Force Base, Ohio.

Then the X-51's SJY61 engine ignited, initially on a mix of ethylene, similar to lighter fluid, and JP-7 jet fuel then exclusively on JP-7 jet fuel, the same fuel once carried by the SR-71 Blackbird before its retirement. The flight reached an altitude of about 70,000 feet and a peak speed of Mach 5.

"We are ecstatic to have accomplished most of our test points on the X-51A's very first hypersonic mission," Mr. Brink said. "We equate this leap in engine technology as equivalent to the post-World War II jump from propeller-driven aircraft to jet engines."

Even before sifting through volumes of telemetry data transmitted by the X-51, Air Force officials called the test, the first of four planned, an unqualified success. The flight is considered the first use of a practical hydrocarbon fueled scramjet in flight.

"Onboard sensors transmitted data to an airborne U.S. Navy P-3, as well as ground systems at Point Mugu and Vandenberg and Edwards Air Force Bases," Mr. Brink said. "After about 200 seconds of engine operation a vehicle anomaly occurred and the flight was terminated. Engineers are busily examining the data to identify the cause of the problem. However, because of the overwhelming success of the test, this will be one of the key points to examine in the analysis of several months' worth of data derived from today's flight."

A NASA Dryden Research Center F-18 Hornet flying photo and safety chase captured the X-51A's release from the B-52 on video before it shot out of sight in a blast of smoke from the solid rocket booster motor.

Four X-51A cruisers have been built for the Air Force and Defense Advanced Research Projects Agency by industry partners Pratt & Whitney Rocketdyne and Boeing. The Air Force intends to fly the three remaining X-51A flight test vehicles this fall, Mr. Brink said. The Air Force currently plans to fly each on virtually identical flight profiles, building knowledge from each successive flight.

Mr. Brink said the heart of this aircraft is its SJY61 Pratt & Whitney Rocketdyne scramjet engine, which is capable of producing between 400 and 1000 pounds of thrust. Like a conventional jet engine, the SJY61 is capable of adjusting thrust throughout the X-51's flight envelope.

Hypersonic flight, normally defined as beginning at Mach 5, five times speed of sound, presents unique technical challenges with heat and

pressure, which make conventional turbine engines impractical. Program officials said producing thrust with a scramjet has been compared to lighting a match in a hurricane and keeping it burning. George Thum, Pratt & Whitney Rocketdyne X-51 program manager, said the key technical challenge for X-51 has been integrating a fuel-cooled scramjet, where the JP-7 fuel runs through the walls of the engine, cooling it in flight, into a compact flight vehicle capable of hypersonic flight. The X-51's fuel-cooled engine design serves to both heat the JP-7 to an optimum combustion temperature and help the engine itself endure extremely high operating temperatures during the long burn.

Boeing's Phantom Works in Palmdale, Calif., oversaw vehicle systems integration and assembly. Beyond scalable scramjet propulsion, other key technologies the X-51A will demonstrate include thermal protection systems materials, airframe and engine integration, and high-speed stability and control, said Joe Vogel, Boeing's X-51A program manager. "This first flight was the culmination of a six-year effort by a small -- but very talented -- AFRL, DARPA and industry development team," Mr. Brink said. "Now we will go back and really scrutinize our data. No test is perfect, and I'm sure we will find anomalies that we will need to address before the next flight. But anyone will tell you that we learn just as much, if not more, when we encounter a glitch."

The launch of the X-51A took from 50,000 feet, near the limits of the B-52's capabilities, said project pilot Lt. Col. Daniel Millman.

"Seeing the X-51 come off the rail and streak away was immensely satisfying," Colonel Millman said.

More than 35 people inside the control room at Ridley Mission Control Center at Edwards AFB monitored the X-51A's engine performance and various telemetry. Among them was Johnny Armstrong, a senior technical advisor with the Air Force Flight Test Center's Hypersonics Combined Test Force. Mr. Armstrong began his Air Force career some 50 years ago with another test article carried by the B-52: the rocket-powered X-15.

Mr. Armstrong said it's been a long wait seeing the first proof of concept in a practical, reusable, air-breathing hypersonic scramjet, but he's found the journey very satisfying.

"As we've often said in the flight test community, there will be no test before its time. This one was most definitely worth waiting for," he said.

Program officials said the scramjet motor's great advantage is the ability to capture and burn oxygen in the thin atmosphere, rather than having to carry it in a large tank like the space shuttle or other rockets. Not having to carry the oxidizer needed for combustion means more payload capability.

Mr. Brink noted while development of the X-51A's engine and the test program are complex, controlling costs has been a key objective, and the team has incorporated or adapted existing proven technologies, and elected from the outset not to build recovery systems in the flight test vehicles, in an effort to control costs and focus funding on the vehicle's fuel-cooled scramjet engine.

Mr. Brink said he believes the X-51A program will provide knowledge required to develop the game changing technologies needed for future access to space and hypersonic weapon applications.

THE 2010 LIFE CYCLE LOGISTICS TOOLS WORKSHOP & USER GROUP SYMPOSIUM WAS A RESOUNDING SUCCESS!

The Council of Logistics Engineering Professionals (CLEP) hosted the 2010 Life Cycle Logistics Tools Workshop and User Group Symposium, with educational support provided by the United States Army Materiel Command Logistics Support Activity (LOGSA).



Attendees participate in one of the many workshops available during the Life Cycle Logistics Tools

The workshop was held in Huntsville, AL on March 8 through 11, 2010. Because of the success last year, the workshops were extended an extra

day. This year, due to the popularity of the workshop, the event moved into the North Hall of the Von Braun Convention Center in downtown Huntsville.

More than 370 attendees who gathered to learn about the LOGSA-developed Life Cycle Logistics Tools, hear about new product improvements, and provide user-feedback directly to the product developers of the various LOGSA tools attended this year's event.

Besides seminars and discussions on LOGSA's Tools, several keynote speakers provided attendees with outstanding direction and insight into the logistics profession. The keynote speakers included:

The Honorable Claude M. Bolton, Jr., D.Sc., Executive-In-Residence for the Defense Acquisition University (DAU)

Mr. Pat Tamburrino, Assistant Deputy Chief of Naval Operations

for Fleet Readiness and Logistics (N4B)



Mr. Randy Fowler, Assistant Deputy Under Secretary of Defense for Materiel Readiness OSD

Mr. Lane Collie, Principal Deputy G-3 for Operations/Executive Deputy, Supply Chain and Industrial Operations US Army Materiel Command

For more information about the workshops and speakers, go to <http://www.logisticsengineers.org>.

Suspected Counterfeit Items

(Source: Government Industry Data Exchange Program – GIDEP; www.gidep.org/)

Counterfeiting, especially the fraudulent manufacturing, distributing and selling of fake semiconductors, is a growing problem throughout the electronics industry. It has a negative effect on reputable component manufacturers and distributors, causes purchasing dilemmas for component buyers, problems for equipment manufacturers and trouble for equipment operators. In a worst case it may cause legitimate manufacturers to be driven out of business and catastrophic disasters through equipment failure.

A counterfeit electronic part is one

whose identity (e.g., manufacturer, part number, date code, lot code) has been deliberately misrepresented. Counterfeit electronic parts, from inexpensive capacitors and resistors to costly microprocessors, have been reported in a wide range of products, including computers, telecommunications equipment, automobiles, avionics and military systems. Going beyond anecdotes and examples of counterfeit parts, logisticians and provisioners should focus on the solutions that are available and are under development by all sectors of the industry.

Areas of concern include:

- Electronic parts supply chain
- Sources of counterfeit parts
- Proven methodologies for reducing chances of being victims of counterfeit parts
- Supply chain management tools to mitigate counterfeit part risks
- Inspections tools and techniques for detecting counterfeit parts
- Authentication techniques for securing electronic part supply chain Trade and business issues adopted by industry
- Law enforcement and international cooperation

Airmen to Live Out Their Careers In Cyberspace

By Austin Wright

Air Force officials anticipate a world in which every recruit receives an avatar upon joining the service.

These avatars would follow airmen through their entire careers, earning promotions and educational credits and even moving with them to new offices and bases.

This would take place in simulated worlds that mirror the service's actual facilities. "Everyone who comes into the Air Force will be given an avatar, and that avatar travels with them, grows with them, changes appearance with them," said Larry Clemons, of the Air Education and Training Command. "It will provide them a history of where they've been and a notion of where they're going."

It's part of the Air Force's MyBase program, a plan to modernize the service's education and marketing initiatives. The effort dates back to early 2008, when Air Education and Training Command released a paper outlining next-generation learning environments complete with virtual worlds, online classes and aggressive outreach strategies involving webcam chats with potential recruits and online contract forms.

The initiative is still in its test stages, and officials later will decide whether to carry it out in full. The Air Force has already launched the marketing campaign component of MyBase. At this year's Defense GameTech Users' Conference, Clemons took audience members on a tour of the service's publicly available cyberhub, a mock base where it hopes to attract new recruits.

The base exists in Second Life, a virtual world that is inhabited by millions of avatars controlled by the program's users. It was created in

2003 by a company called Linden Lab. The Air Force now owns 12 regions of Second Life land — which is sold on a real estate market for real-life dollars.

At the Air Force's Second Life base, users can interact with bots that are pre-programmed with responses or with other visitors to the base. A voice application allows users to chat just like they're on the phone. "We in the Air Force couldn't get used to the word social," Clemons said, referring to social networking, in which Internet users interact through online portals. "So we're calling it professional networking."

During the demonstration, Clemons walked his avatar through the base. Audience members watched as he bumped into other visitors while he moved from one building to another. He walked into a disco-themed dance club where users can listen to and download recordings of the Air Force Band. He entered a chapel that connects users to the chaplain's website. And he clicked on an aircraft, which led to a page detailing its history.

This is just one part of the overall MyBase initiative. There is also a virtual world that operates behind the Air Force's firewall. The goal is to have all airmen equipped with avatars in the next few years, Clemons said. Currently, the service is testing these simulations and will report the results in a study. Clemons believes virtual worlds will be a way of life, and not just a fad.

Parts of the Air Force's virtual worlds will be open to the public, such as the mock base. Internet users already can log into Second Life and tour the facility. Other parts will be kept behind the firewall, available only to service members and specific visitors.

Airmen will be able to log into the system from a government computer or by using an authentication system on a person computer, and they can access materials meant to help them with career development. They will be able to take classes, review materials, perform pre-deployment exercises and tour the facilities of their next assignment.

Developers are working to build exact replicas of several Air Force bases. The simulations will include details like the locations of offices and doors. "Airmen will be able to experience the workplace — right down to the building or desk or computer — where they're being assigned," Clemons said. "They'll actually be able to sit down at a desk and go through the motions of the job."

Allowing service members to acclimate themselves to their work environments before they start the job cuts down training demands, he said. They'll also be able to meet with their bosses ahead of time and fill out processing paperwork online. "That stuff can take a full day," Clemons said. But under this system, "on day one, you can go to your desk and be productive.

"You should be able to go to headquarters, sign in, register a vehicle, take the new arrival training requirements, see your workplace and talk to your boss about your job," he continued. "You might even meet with coworkers."

MyBase developers will have to incorporate content-management systems into the platform to keep track of service members' test scores, the classes they've completed and the materials they've been exposed to. They will also have to integrate the

CLEP Certification Programs “Path Ahead”

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Engineering interface to demonstrate the behaviors, knowledge, skills, and abilities necessary to perform their assignments at the highest levels of proficiency through a mix of experience, training, and education.

2. CLEP Education Program Requirements.

CLEP Operations Manual Article 5.7 states the Vice President, Education is responsible for CLEP’s education and training activities and establishing and coordinating a formal Certification program. Two certification programs are specified, the “Certified Supportability Engineer” and the “Certified Supportability Specialist”.

This discussion will not address the specific definitions or requirements of these certifications at this time, but rather, will address the definition and establishment of the programs needed to provide appropriate education and certification.

3. Conduct a Certification Program Gap Analysis.

Central to the determination of the skills, knowledge and abilities of the CLEP certification programs is defining of the marketplace’s needs. CLEP will conduct a “Gap Analysis” of the “current state” of knowledge, curriculum and certifications, as well as an analysis “future state” requirements to determine areas that require development, updating, and ‘repurposing’ given changes in policy, engineering practices, analytical tools, and skills. The Gap Analysis will lay the ground work for

our competencies and proficiencies, and subsequently our curriculum and certification programs.

Another critical aspect of this analysis will be the comparison of current certification programs and the proposed CLEP certification program, so that individuals can determine the benefit of our certifications in the marketplace. This is extremely critical in gaining acceptance within the discipline and recognition by both Government and Industry as a credible and sought-after certification.

4. Develop Supportability Competencies and Proficiencies.

Our January Newsletter article included a discussion of the following DOD Logistics competencies:

Logistics Design Influence: Defined as the technical and management activities conducted to ensure supportability performance capabilities are considered early and throughout the acquisition process to optimize support costs while providing the user with the resources to support and sustain the system. Ensures the equitable and concurrent incorporation of specified supportability related performance, capability, design, and development criteria associated with systems design (both initial and modernization) of defense system programs.

Reliability & Maintainability Analysis: A process used to determine an item/system’s failure modes and frequencies, wear characteristics, maintenance

methods, etc. This information becomes a major input to the Logistics processes to build the logistics support system that will ensure that an item/system will be available for its intended purpose.

Supportability Analysis: A process used to determine an item/system’s support needs and preferred support methods. Supportability Analysis uses the reliability and maintainability, operational requirements, existing support systems and Integrated Logistics Support objectives as inputs and it outputs an integrated support plan for the item/system’s life cycle.

CLEP will carefully assess competency and proficiency requirements for its Certification Program(s) to ensure it will meet the requirements of the marketplace and its communities, to include Program Management, Systems Engineering, Test & Evaluation and Logistics.

CLEP’s initial focus with respect to Supportability Analysis and the resulting Product Support package will include the following areas:

- Requirements definition, including reliability, maintainability, supportability and cost metrics, as well as the concept of operations, and the maintenance concept.
- Reliability, Maintainability and Availability prediction, allocation and analysis.
- Engineering analyses, to include Failure Modes, Effects and Criticality Analysis

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CLEP Certification Programs “Path Ahead”

(FMECA), Fault Tree Analysis (FTA), Level of Repair Analysis (LORA), Reliability Centered Maintenance (RCM), Condition Based Maintenance (CBM) and Performance and Health Monitoring (PHM).

- Logistics analyses and deliverables, to include, Maintenance Task Analysis, Maintenance Allocation, Ground Support Recommendations, Tools and Test/Support Equipment Analyses, Supply Support/Spares, Technical Documentation/IETM, Manpower and Skill assessments.
- Logistics Design Reviews, Demonstration/Validation and Verification.
- Logistics Product data.
- Obsolescence & DMSMS.

5. Establish a Supportability Body Of Knowledge.

Wikipedia® defines a “Body of Knowledge” as a term used to represent the complete set of concepts, terms and activities that make up a professional domain, as defined by the relevant professional association, and the accepted ontology (i.e., usage and meaning) for a specific domain.

CLEP will work to identify, collect and update the Body of Knowledge required to support its education and certification programs.

6. Develop Terminal and Enabling Learning Objectives.

Consistent with the competencies and proficiencies, CLEP will develop Terminal and Learning Objectives

(TLO/ELO) to support the development of curriculum and ultimately, to link the assessment process required for certification.

All curriculum and testing will be traceable to TLO/ELOs and subsequently to the competencies and proficiencies.

7. Develop an Assessment Strategy.

Developing an assessment strategy in terms of testing criteria and methods is critical to the credibility of the certification process.

CLEP will ensure its assessment strategy will ultimately ensure the curriculum and certification process meet current educational and standards for equivalency.

8. Establish Educational Programs and Curriculum.

CLEP will establish a network for developing our curriculum, conducting training and ultimately, administering Certification testing.

Our strategy is to develop new training where our specific requirements necessitate it, as well as to partner with Industry and Government to provide existing specialized curriculum needed to gain knowledge/skills and ultimately for certification.

We will look to establish a corps of qualified CLEP instructors as well as instructors from our partnerships to provide the highest quality instruction.

9. Establish Certification Requirements.

Our certification requirements will be based on the stated competencies and proficiencies as well as other factors to include

years of experience, education and documented accomplishments.

Presently, no determination has been made regarding certification levels.

10. Implement Certification Programs

The certification program will include a challenging and comprehensive examination.

The examination will be designed to provide a straightforward method for evaluating the candidate’s understanding of the Body of Knowledge, and his ability to apply it.

Recertification will be required at defined intervals to ensure currency of both the individual and vibrancy of the examination.

11. Conduct Continuing Education Programs.

CLEP will also sponsor workshops on topics of interest. The workshops will be designed and qualified to provide Continuing Education Units (CEU) to support both general education and certification programs.

12. Schedule.

The timeline for the development and implementation of CLEP educational and certification programs has not been determined. A horizon of implementing a Certification Program within 2 years has been discussed.

We welcome your comment, input, contributions and suggestions in making the CLEP Certification Programs successful. Please contact Pat Dallosta at: Education@logisticsengineers.org

Airmen to Live Out Their Careers In Cyberspace

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system with existing educational and personnel data.

"If this is truly effective, it will become a way of life," Clemons said. "It will be the way the Air Force does business."

Other services have also started experimenting with virtual worlds. The Army announced in 2008 it had purchased two Second Life islands — one a recruiting center and the other an area that allows visitors to handle simulated weapons and experience Army life.

The service also has invested in virtual-reality training tools that allow soldiers to strap on headsets and other gear that simulate the sights, sounds and even smells of the battlefield. An Army news release on the program, which is in its pilot stages, said troops are already using the gear to experience what life is like in

Afghanistan before they arrive in the country.

The Navy has recreated some of its facilities in Second Life, which it also uses as a marketing tool. In addition, the service has developed virtual replicas of many of its warships.

Scott Casey, a senior software engineer for Alion Science and Technology, said his company recreated an entire littoral combat ship within a virtual world, and the program is now being acquired by the Navy. It will be used as a trainer for engineers.

"With this technology, you could train an entire crew in the environment in just about every job," Casey said.

Air Force educators are convinced that this new way of doing business will pay off and might even be crucial to the

service's survival. The 2008 proposal for MyBase noted that only 27 percent of America's youth qualify for the Air Force and this ratio is expected to decline.

"To recruit from this small pool of candidates," the proposal said, "the Air Force must be able to understand the millennial generation and provide a training and education infrastructure that leverages their lifelong exposure and aptitude with technology."

The proposal also suggested that the Air Force's virtual worlds could incorporate haptic technologies. These use pressure and other means to simulate the sense of touch.

Story reprinted with permission from the *National Defense Magazine*.

<http://www.NationalDefenseMagazine.org>

Ask the Experts

Got a logistics question on your mind? Our panel of experts is comprised of numerous subject matter experts including **James V. Jones**, **Benjamin S. Blanchard**, and others that are very knowledgeable in a wide variety of logistics areas. Send your question to AskTheExperts@LogisticsEngineers.org

Performance Based Life Cycle Product Support (PBL) Study

The Office of the Assistant Deputy Undersecretary of Defense for Materiel Readiness (OADUSD(MR)), as part of the ongoing implementation efforts resulting from the November 2009 Weapons System Acquisition Reform (WSAR) Product Support Assessment report, is sponsoring research to develop rigorous data around performance based life cycle product support acquisition strategies. During March and early April, a research partnership including members from industry, the Navy, OADUSD(MR), Auburn University, and the University of Tennessee executed a Phase I pilot study in a research effort to evaluate linkages among price, cost, investment, and acquisition strategies for outcome-based performance based product support.

The Phase I results provided initial insights

that promise, upon further validation, to offer greater understanding of the price, cost, investment and strategy linkage. The insight from this research should assist DoD to improve weapon system support policies and strategies, and provide substantial factual evidence of the impact of outcome-based product support and sustainment strategies. Phase I validated the research method, and allowed the research team to fine-tune the survey. Phase II is intended to confirm or deny the hypotheses that were developed in Phase I.

At OADUSD(MR) request, Auburn University and the University of Tennessee are jointly leading a Phase II research effort to assemble data about these price, cost, investment, and acquisition strategy

linkages. With support from experienced industry and government personnel, the team believes that they can quickly build the sample out to the required number of responses. Their research includes a simple survey, available via the web, which typically takes just a few minutes to answer. If you have familiarity with PBL product support strategy development and implementation, and are interested in participating, you can access their survey in the upper right hand corner of the page at <http://www.thecenter.utk.edu/pbl>. Participation is, of course, strictly voluntary.

Name the CLEP Newsletter

Now that we have met a few major milestones in our existence, for example becoming a certified non-profit incorporated organization, I believe it is time to give a proper name to this newsletter. I would like to collect names and opinions from the readers of this newsletter and welcome any comments. A Space Coast coffee mug will be presented to the winner who comes up with the most meaningful name.

Lincoln Hallen
VP Communications

The Council of Logistics Engineering Professionals



www.logisticsengineers.org

From the President

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This award, to be presented annually, is to recognize and honor individuals and groups who have advanced the discipline of Logistics Engineering through their endeavors, accomplishments and stewardship in areas that include education, engineering, and management. It was an honor to recognize two individuals this year – Professors Benjamin Blanchard and John Langford, the individuals for whom the award is named and two individuals who most embody the

concept of the logistics engineer by virtue of their knowledge of the subject matter as expressed through their teaching, their dynamic understanding of principles as documented in their world renowned publications, and their service to others as members of the logistics engineering community. We were truly honored to have Ben at this year's symposium to accept his award and to have Mr. Dirk Langford, who accepted the award posthumously on behalf of his father, John Langford.

HOW CAN WE BETTER SERVE YOU?

As we continually strive to meet the requirements and needs of our Logistics Community, we would like to hear from you concerning what you would like to see CLEP accomplish in the future to better serve you.

Do you have a need for workshops on particular subjects, job assistance, or filling job requirements on a program within your

organization?

We can help. Contact us by email, phone, or stop by our web site at www.logisticsengineers.org and let us know how we can assist or serve you better.

We also need your help. As we have begun our new program year, we need volunteers to serve on our committees. If you have a talent in a

particular area and would like to participate on a committee, please contact us.

If you would like to submit an article for our newsletter, please contact Linc Hallen, lhallen-techno-link@earthlink.net (VP Communications) or Bill Horne bhorne1@cox.net (President) by email.

Join the Conversation, Discussion and Networking on LinkedIn at:
http://www.linkedin.com/groups?gid=1358457&trk=hb_side_g

CLEP Information

The Council of Logistics Engineering Professionals is a 501(c)(3) non-profit organization and composed of individuals devoted to enhancing logistics technology, education, and management. For membership information or if you are interested in starting a Section in your area, contact Scott Juneac at membership@logisticsengineers.org.