

RCEME Journal



THE MAGAZINE OF THE CORPS OF
ROYAL CANADIAN ELECTRICAL AND MECHANICAL ENGINEERS
2-2015

Recovery to Support Land Operations 2021

The Recovery
Center of Excellence

Armoured Recovery Vehicles

Enhanced Recovery Capability
Project

Fifth Wheel Towing and
Recovery Device



The RCEME Museum is Opening Soon!

**Opening Date:
May 2016**

Come Visit us at CFB Kingston!

Craftsman Blvd
Kingston ON K7K 7B4

For More Info on the Museum:

Col (ret'd) Temple
lussiertemple@bell.net

For Donations:

We presently have enough artifacts for the 3000 ft² of the Museum.
If you have anything else of interest, contact the Corps Adjt.

Capt Gary Dzeoba
gary.dzeoba@forces.gc.ca

*Graphic design is inspired from the concept art of the RCEME Museum.
Visual aspects of the Museum may differ from these illustrations.*



Recovery to Support our Land Operations 2021



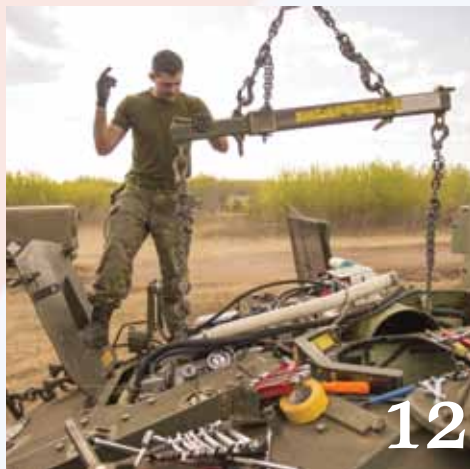
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Director's RCEME Message

Improve Our Recovery Capabilities

Col K.J. Hamilton, Director RCEME

As Director RCEME, I travel across Canada, meeting with the men and women of the Corps as often as possible. During the past year, I have heard and discussed many issues with them, but none has resonated with me or garnered my attention and focus more than the issues with recovery within the CAF, but more specifically the Army. I am often asked, "What is your greatest concern within the Corps that is challenging you the most?" My response is easy; "the lack of adequate recovery capabilities to address the needs of the Army of Today and implementing the solutions to situate the Corps of RCEME to execute recovery operations for the Army of Tomorrow." With the introduction of the LAVUP Family of Vehicles across the Army, coupled with the soon to be fielded TAPV and MSVS SMP, no longer does there exist a safe, effective, and reliable recovery capability for RCEME Technicians. My mandate is to change that and the topic on which this edition of the RCEME Journal is focused.

The Corps SM and I had the pleasure to brief the CCA, DCCA, Army SM as well as COS Army Operation and Strategy several months ago about the state of the Army's recovery capabilities and the risk that its deterioration poses to the successful completion of domestic and international operations. Now first, let me be clear; The Corps of RCEME never fails! We employ our Ingenuity; We Innovate; We Overcome. Arte et Marte; By Skill and By Fighting; the Corps of RCEME has been and always will be a Force Multiplier and not a hindrance to Mission Success. The briefing struck such a nerve with the Senior Leaders of the Army that the Commander ordered a recovery trial to take place to factually determine what was safely possible for his RCEME Technicians to perform and to quantify the capability gap. This trial occurred at Garrison Petawawa and employed every recovery asset within the Army, less the Leopard Family of Vehicles (FOV), which although may be seen as clearly capable, have their own limitations. The results were clear, the

capability gap was identified and today there exist specific and detailed direction in writing from the Commander on what can and cannot be accomplished with the current recovery assets. That was Step 1 and as Director RCEME, satisfies my need to ensure that RCEME Technicians are performing recovery operations within the limitations of current equipment holdings and mitigating the risk of personal injury to themselves and the Army's fleets.

Step 2 is to improve the current situation. The Corps is currently officialising a section in Directorate Land Engineering Program Staff (DLEPS) within Director General Land Engineering Program Management (DGLPEM), as the functional Centre of Excellence for Recovery of all land based equipment; a step in ensuring that synergies and communications are done across all platforms prior to proposing recovery solutions. The LAV III Upgrade Project (LAV UP) is being fielded with its own unique synthetic rope, which has been proven effective for extraction, but

a tow bar solution is required for LAV UP to LAV UP recovery. Today, between the heavy and cumbersome Stryker Tow Bar and the Leopard Tow Bar, both which need modifications to be effective, there is an urgent need to field a Tow Bar specifically designed and built for LAV UP. I envision that in Sep 2015, a trial will occur in Canada with a unique and dedicated Tow Bar solution for LAV UP, which will be light weight, high strength and significantly safer to operate, with the capability of being carried by LAV UP vehicles. Suspend towing of the LAV UP is proving to be problematic, not just because the recovery assets don't exist to do the job, but the stress it poses to the axels and tires of the LAV UP. Studies continue, in order to determine if there are any long-term risks that need to be further mitigated before suspend towing is authorized. Parallel to that is sorting out the roadblocks inhibiting RCEME Technicians from using the Fifth Wheel Towing and Recovery Device (FWTRD).

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The Journal of The Corps of RCEME

Corps Formation	May 15, 1944
Corps Motto	Arte et Marte
Corps Patron Saint	Saint Jean de Brébeuf
Corps Colonel Cmdt	Col (ret'd) A. Nellestyn, OStJ, PhD, BEng, PEng, CD
Corps Director	Col K.J. Hamilton, CD
Corps Sergeant Major	CWO J.J.D. Dubuc, MMM, CD



RCEME Corps Sergeant Major's Message

Towing in the Future

CWO J.G.R. Gilbert, Outgoing RCEME Corps Sergeant Major
CWO J.J.D. Dubuc, Incoming RCEME Corps Sergeant Major

As we already know, towing is one of the many tasks we perform as Vehicle Techs. We are always on the scene supporting the operations of the CAF. Towing is an important task within the Corps of RCEME and despite the abundance of problems associated with recovery tasks, our Corps specialists have always crowned their efforts with success.

Only too often, our technicians have had to perform miracles using inadequate equipment. Everyone here can relate their own recovery story and describe the unique methods they've used in order to carry out their mission. For many years now, the CAF have been acquiring new types of equipment, and it is becoming increasingly difficult for our technicians to accomplish their recovery tasks in safety.

You may be assured that the Corps of RCEME is constantly putting pressure on the CAF to obtain new recovery equipment so we can continue to offer first-class recovery services and support a full range of operations. We are an extremely proud Corps and cannot fail in our mission. We must continue to be patient and, most importantly, display creativity and innovation in order to successfully carry out our many tasks.

This is the last time I will be writing to you in the RCEME Journal as your Corps Sergeant Major. It has been a privilege for me to serve you over these past three years, and I would like to thank each and every one of you for the excellent work you

do each day to effectively represent the Corps of RCEME within the CAF. I have been fortunate to share my three years here with three different Corps Directors, BGen Eldaoud, Col Bouchard and Col Hamilton, and I would like to thank them personally for their commitment and their leadership. As the best Corps in the CAF, we can hold our heads up high. Our esprit de corps and our know-how reflect this perfectly.

I would like to wish the best of luck to my successor, CWO Dany Dubuc, who took over the position of your Corps SM. I have no doubt that he will continue moving RCEME Corps along the right path.

A word from CWO Dubuc

I would like to begin by thanking the Corps of RCEME for choosing me to be the 21st Corps SM. I would also like to thank CWO René Gilbert for his excellent work within the Corps of RCEME over these past three years. He proved to be an outstanding leader and continued to move the Corps forward. The Corps will face many challenges over the next few years given the new equipment purchases and the need to

keep in service many pieces of equipment that have practically no remaining spare parts. I have no doubt that thanks to the dedication of the entire Corps of RCEME workforce we will successfully meet these challenges.

In the next edition, I will set forth my vision, and I can assure you that I will carry on in the same direction as my predecessors and ensure the progress of the Corps of RCEME. Thank you for the excellent support you offer the CAF and I hope you will continue to be exemplary representatives of the Corps of RCEME.



Change of Corps SM on 8 July, 2015.

Call for Articles, 1st Edition 2016

THEME FOR NEXT EDITION : SUSTAINMENT OF NEW EQUIPMENT

We invite you to send your articles and photos relating to the above mentioned theme or categories (maximum of 500 words). Please send your photos in a distinct JPEG file format rather than directly in the "MS Word" document used for the text. **THE PHOTOS MUST BE AT LEAST 300 DPI (dot per inch), and 5"x7" of size or more to qualify for the cover page. The author of the article and people portrayed in the photos must be identified at the end of the article as follows: Rank, initials, last name, trade and unit. DEADLINE FOR SUBMITTING YOUR ARTICLE IS JANUARY 15, 2016.** We reserve the right to select articles and to modify the texts according to the space available.

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RCEME Colonel Commandant's Message

Col (ret'd) Andrew Nellestyn, RCEME Colonel Commandant

By the time this message reaches you I will have been your Colonel Commandant for almost one year. How time flies when you are having fun! And indeed I am having fun and enjoying myself enormously. I do truly appreciate the confidence that you have placed in me and the support that has been extended to me. When briefed on my duties it was made clear to me that this appointment would keep me busy. That it has!

I have travelled extensively across this wide and vast country of ours and have met with many of you; Regular Force, Reservists and retirees. The experience has been most rewarding. I have made the acquaintance of many fine, dedicated, knowledgeable people, have learned much about what you do and the challenges which you face on a daily basis and have renewed old friendships and made new ones. What has impressed me deeply is your sense of duty and the pride and energy with which you approach and complete assigned tasks. Close with and fix kit! This paradigm is and exemplifies the Corps of RCEME and all those who serve therein.

I have had the pleasure and honour to accompany Col Hamilton, D RCEME, and CWO Gilbert, Corps SM, during Bluebell 2015 as we visited Gagetown, Valcartier, Petawawa, Ottawa NCR, Shilo, Winnipeg and Edmonton and participated in some RCEME Day celebrations. Tours of OJT Centres, visits to Maintenance Companies and the RCEME School were just some of the other facilities to which we travelled including change of command ceremonies, award presentations, etc. I look back on each of these activities with pride; pride in the Corps and in our men and women.

You are very well regarded, respected and envied for your excellence and professionalism, esprit de corps and sense of family/community. The Commander of the Army said he is indebted to the Corps' men and women and highly values your contributions in keeping the Army operationally ready and mission effective.



Col (ret'd) Nellestyn during his presentation at Bluebell Ottawa with members of the Corps of RCEME.

Did you know that RCEME constitutes about 20% of the strength of the Army?

Did you know that RCEME constitutes about 20% of the strength of the Army! That is some 4,000 personnel making it the largest component of the Army. A regiment of many small units ... everywhere. This is a reflection of the nature of our tasks and the equipment we maintain to ensure sustainability, survivability, mobility and lethality. Technology and the changing face of war are having a significant impact; more rapid and complex. It dramatically impinges on our doctrine, training, structure, equipment and culture.

Just a few words about the merger, the museum and the 75th Anniversary. RCEME Council approved the creation of a single, unified, all ranks merged RCEME community consisting of Regular Force, Reserve and retired members to be known as the RCEME Corps Fund which is to be stood up 1 January 2016. The retiree

associations are very supportive and are working hand-in-hand with the Corps to build a solid and enduring merged RCEME community. The RCEME Museum Phase I will open in May 2016. And the planning for the 75th Anniversary is well in hand. May I encourage you to get involved either locally, regionally or nationally in any capacity you can.

Lastly, Corps SM, CWO René Gilbert, on his retirement, handed over his duties to CWO Dany Dubuc in July. CWO Gilbert is an exceptional man whose dedication to the Corps and to the men and women who serve therein, is legendary. He is much esteemed and the epitome of a professional soldier. He will be missed. CWO Dubuc is an outstanding choice as the incoming Corps SM. I have been privileged to work with CWO Gilbert and look greatly forward to team with CWO Dubuc.

... CONTINUED FROM PAGE 4

This issue has my focused attention and I am determined to resolve it, to ensure that when the Army needs RCEME to execute recovery tasks, RCEME is not constrained by other factors in its execution of those tasks.

Step 3 will be the acquisition of dedicated, state of the art recovery assets for RCEME. The Enhanced Recovery Capability (ERC) project is just one mechanism. My intent and vision as your Director would be the employment of a LAV UP based Recovery and MRT solution, affording RCEME Technicians the same level of mobility and protection as those which they so proudly serve.

In closing, I would like to personally thank CWO René Gilbert for his 34 years of devoted and dedicated service to the CAF and the Corps of RCEME. As your Corps SM for the past 3 years, he has been a champion, addressing too many issues to list here. It was an honour for me to have known him and to have worked with him. He taught me a great deal and made me a better officer. I wish him well in his retirement. I would also like to welcome CWO Dany Dubuc as your new Corps SM. I know that he will continue the great work of his predecessors and thrive in this leadership role. It is also appropriate to note the retirement of DGLEPM BGen Scott Kennedy. As the largest Land Engineering Maintenance (LEMs) unit, DGLEPM is home to RCEME and at the focal point of everything that the Corps achieves. We will miss his leadership and hope that he remains engaged with the Corps Family. Finally, I would like to welcome Jennifer Garrett as DGLEPM. She is the best choice to lead DGLEPM and to tackle the many LEMs issues facing the Corps of RCEME. I look forward to working with and supporting her.

Shaping the future Corps of RCEME

Military Employment Structure Review

Maj Philippe R. Guidoin, DPGR, CMP

Some of our experienced members probably remember the Military Occupational Structure Analysis Redesign and Tailoring (known as MOSART) Project and the survey associated with it about their job that took place in 2006. While at the time, the closure of the project did not allow for the implementation of the new Job Based Specifications (JBS), the requirement to have an updated JBS (successor of the occupational specifications) remains.

To fulfill this requirement, an occupational analysis is being conducted for the RCEME Officer occupation with the intent to conduct such analysis for the Electronic-Optronic, Materials, Vehicles and Weapons Technicians occupations next year. Our current Occupational Specifications (OS) goes back to 1997. While most of the tasks are still relevant, some must be updated.

What is a Military Employment Structure (MES)?

The MES defines the tasks and jobs the members of an occupation are likely to occupy at each rank/development period. It aims to capture and enhance the capability of the CAF by enabling the development and employment of skilled and qualified CAF members to support the mission to defend Canada and Canadian interests. The MES is based on the following principles:

1. Recognize the primacy of operational effectiveness;
2. Optimize the scope of required work;
3. Optimize the training and development of CAF members; and
4. Rationalize the progression of work for employment at higher levels with a broader scope of responsibility.

With the evolution of the operational environment and new technologies, there is a periodic need to perform a review of the MES to maintain the relevance of an occupation. The review is led by the Director Personnel Generation Requirements (DPGR) upon request from a sponsor, in our case the Canadian Army. This process started with the production of a problem definition paper (PDP) by the Corps outlining the current challenges faced by each occupation.

How will it support the long term development of the Corps of RCEME?

Once a new JBS is approved, the Canadian Army Training and Doctrine Center (CADTC) will be enabled to conduct a training needs analysis to establish the required adjustment to training. It will provide the Corps with a structure that will ensure the possibility for each member to get the experience and knowledge required for progression to the next rank as well as a sustainable ranks pyramid that ensure the continuous availability of highly qualified individual for promotion. The approval of the JBS for the Officer occupation is scheduled for Oct 2016. The Corps is preparing a request to have an occupational analysis conducted by DPGR for the EO, Mat, Veh and Wpns Tech occupations starting in fall 2016.

With the development of a MES that will support Horizon 1 (0 to 5 years) and Horizon 2 (5 to 15 years), the Corps will be well positioned to enable the efficient training of our members and their proper employment to provide an effective and relevant Land Equipment Management System as well as a Land Engineering capability to the CAF.

The Recovery Center of Excellence

Major Martin V. Algate, REME, DLEPS 4-6

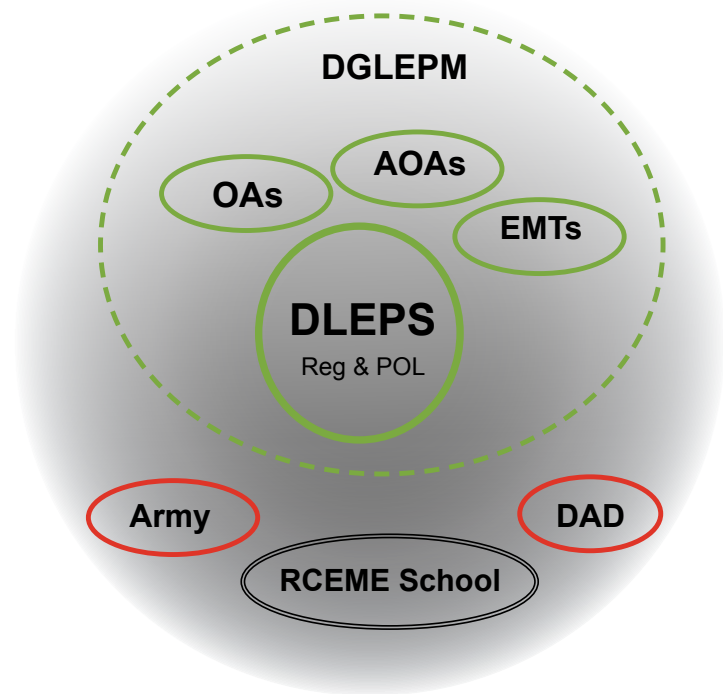
At RCEME Council it was decided that there needed to be a Recovery Center of Excellence. What does that entail and where will it be? I hear you cry... then please read on.

This Recovery Center of Excellence will be the champion of all recovery policy and will reside with DLEPS 4-6, LEMS Requirements – who, within ADM(Mat) and DGLEPM specifically, sit at the perfect vantage point between Army Strategic direction and the Operational and Tactical delivery and implementation of the Corps of RCEME.

It will be the authority on all recovery capability and provide policy, direction and guidance in the employment of all CAF recovery equipment. I will take this opportunity to emphasize that just because you may have “seen it done”, or seen a photo of it done,

the single point of contact in support of the Army Equipment Program, thus guiding future delivery of recovery capability.

How will the Center effect its Excellence... well besides issuing various policy on the recovery of CAF equipment, it is envisioned that a way of monitoring recovery



Primary Recovery Stakeholders

Capability project to draw on the picture painted by recovery activity.

A Recovery Matrix now exists which illustrates the various capabilities of the Canadian Armed Forces recovery assets. It is the plan that this will be a living document within DLEPS 4 that will evolve in line with the divestments and fielding of the diminishing number of vehicle fleets. Much work has been done over the past year to understand the current and future recovery capability of the CAF.

There are a good few of you who will have contributed to this work and many more who will do so in the future. A communiqué will formally recognise this concept. Watch this space.

doesn't make it okay or an authorised method!

At the same time, DLEPS 4-6 as the Recovery Center of Excellence will be

tasks be introduced within current systems (eg. within vehicle work orders in DRIMIS). This will provide many benefits to the management of the recovery fleets, not least for the Enhanced Recovery

Enhanced Recovery Capability Project

Maj Rob Haddow RCEME, DLR 6-4 and MWO Glen Scott, DLR 6-4-2

The Directorate of Land Requirements (DLR) is the part of Army HQ that is responsible for turning a Statement of Operational Capability Deficiency (SOCD) into the hard steel of a solution that will fill the capability gap.

The positions of DLR 6-4 and DLR 6-4-2 are respectively the Project Director and Deputy Project Director for the Enhanced Recovery Capability (ERC) project. Successive DLR 6-4s and 6-4-2s have been beavering away at project plans and documentation to identify the key requirements, costs, risks and possible solutions, all with the aim of getting the money allocated by the DND and the project approved by the Treasury Board of Canada to solve the twin issues of:



The increase in vehicle weights such as the Tactical Armoured Patrol Vehicle (TAPV) (photo above) causes a gap in recovery capability that the ERC project has to resolve.

1. the end of life of the Heavy Logistic Vehicle Wheeled (HLVW) Wrecker;
2. the gap in capability caused by the increase in vehicle weights such as MSVS, TAPV, LAV UP and the future fleet of heavy logistics vehicles being procured by the Logistic Vehicle Modernisation (LVM) project.

ERC is not going to be the answer to all of our recovery issues but it will be a big step

in the right direction. The heavy tracked fleet will continue to be supported by the Leopard ARV and for the WLAV and TLAV fleets; the final decision has yet to be made on a replacement for the Bison MRV and MTRV. But, we expect the ERC project to field a capability that will be our RCEME workhorse for recovery, much as the HLVW Wrecker has been over the last 25 years and it will be capable of recovering the entire range of CAF wheeled vehicles.



Some key issues are being worked through at the moment such as the scope of the project

The ERC project has to solve the issue of the end of life of the HLVW Wrecker.

Photo Credit:
Cpl Lisa Fenton,
Army Public
Affairs

and work has been ongoing to narrow down the essential and desirable capabilities. An ERC working group was held on 20 May 15 with broad representation across the Corps from DLEPS to field units and with ranks from Cpl to LCol. The aim of that working group was to discuss recovery situations and propose a number of system requirements. Scenarios such as vehicle rollovers, mired vehicles and power train failures were used to allow the working group members to tease out the main issues and thus develop requirements such as the need for a rotator crane, the maximum pull of the winch, the need for a self-defence weapon system, crew size and armour protection level.

So, what's left to be done and when do we get our new wreckers? Well, hold on there cowboy! The overall project costs will be in the hundreds of millions, so Government doesn't leave a lowly Major and MWO to spend that kind of money. There's a whole list of costs to be calculated, documents to be written and approvals to obtain. Over the coming months the results of studies by the Land Engineering Support Centre and work done in conjunction with the Directorate of Land Force Development (who look at unit establishments and equipment holdings) will be used to inform the project and make progress towards recommending a solution. Then DND needs to allocate the money and Government approval needs to be obtained. The current schedule is to issue a 'Request for Proposal' to industry in 2017 and place a contract in 2018. Watch this space for further updates!

Fifth Wheel Towing and Recovery Device

Maj RSJ Levac, DGLEPM, DSVPM Coord

The Army and the Corps of RCEME recognized that a critical recovery capability gap existed and would be exacerbated by the introduction of several new land based vehicles such as LAV UP, TAPV and MSVS SMP which would cause increased demands in terms of weight, size and maneuverability for current and future recovery operations. In order to mitigate this gap, Director Support Vehicle Project Management (DSVPM) has fielded the fifth wheel towing and recovery device (FWTRD). This capability is an interim solution until the Enhanced Recovery Capability project (ERC) can field an all-encompassing solution in 2023.

The FWTRD project delivered 17 header assemblies and 14 flat deck trailers to maintenance organizations across Canada in support of unit training and the national recovery network. The trailers provide back loading capability for all wheeled vehicles within the CA inventory including the recently fielded LAV UP.

Since the FWTRD was fielded as an interim solution without a dedicated prime mover and relies on existing CF tractor inventories, the operators are not inherent to maintenance organizations. Therefore, successful conduct of recovery operations using the FWTRD is centered on cooperation between the MSE Op/Field Engineers and Veh Tech occupations.

Initial Cadre Training (ICT) was developed by the Original Equipment Manufacturer (OEM) and consisted of a detailed user and maintenance training course. ICT

was conducted for each of the Divisions from March to July 2014. In order to ensure a constant flow of qualified technicians, the FWTRD system has recently been imbedded into the recovery training syllabus of the vehicle tech training at the RCEME School. It is known that our technicians experience skill fade if they do not regularly operate the equipment, therefore maintenance organizations need to consider internal refresher training to ensure proper use of the

system and the safety of our troops during recovery operations.

While fielding was ongoing, a number of trials were held that confirmed compatibility of adapters and capacity of the FWTRD to recover all current in-service wheeled fleets. User manuals, technical publications and 2 years' worth of spare parts were delivered prior to project closeout in August 2015.

The FWTRD project has quickly and successfully delivered a recovery capability that bridges a significant portion of the gap between the HLVW Wrecker and the ERC project. The DSVPM team will continue to ensure ongoing support to the FWTRD system and provide life cycle materiel management up to and including its disposal.



HLVW with the FWTRD header and trailer recovering a MSVS

The FWTRD project has quickly and successfully delivered a recovery capability that bridges a significant portion of the gap between the HLVW Wrecker and the ERC project.



HLVW being recovered using the FWTRD

Armoured Recovery Vehicles

Maj R. Allan (RCEME O), Mr. M. Moggridge (retired RCEME O), Mr. R. Mercure (retired Veh Tech) all with Director Armament Sustainment Program Management

By the end of 2015, Canada will have a fleet of 12 Armoured Recovery Vehicles (ARVs) derived from the Leopard 2 tank chassis. These ARVs will support the Canadian Army's 82 Leopard 2 tanks and the future 18 Armoured Engineer Vehicles that are also based upon the Leopard 2 chassis.

When Canada acquired the Leopard 1 tanks during 1978, the Canadian Army also purchased an ARV. Internationally, the manufacturer marketed the vehicle under the name ARV 2 but Canada named it the Leopard 1 ARV and called it the Taurus. When Canada needed an ARV to support its Leopard 2 fleet, Canada looked at the German Bergepanzer BPz 3 Armoured Recovery Vehicle and selected the name Leopard 2 ARV or Leopard 2 ARV CAN; some technicians call it the Mammoth (in English: Mammoth) for reasons that become clear when you look at the picture accompanying this article – the Mammoth on the left easily winches a pair of Taurus.

As compared to the German BPz 3, Canada's variant has several improvements as follows:

- Crane capacity of 30 tonnes which is better suited for up-armoured turrets. The BPz 3 has a 25 tonne crane.
- Winch capacity of 40 tonnes which is a better match for up-armoured tanks. The BPz 3 has a 35-tonne capacity winch.
- Add-on armour. Some countries up-armour the BPz 3 but the basic design is not fitted for add-on armour.

	Leopard 2 ARV CAN Mammoth	Leopard 1 ARV AKA Taurus
Floor size	12	8
Mass	57 t 64 t up-armoured	39 t
Length, width, height	9.07 m x 3.54 m x 3.29 m	7.57 m x 3.25 m x 2.7 m
Engine power	1,100 kW (1475 HP)	610 kW
Crane capacity	30 t	20 t
Winch capacity	40 t	35 t
Top speed	68 kph	65 kph
Operating range (on road)	>450 km	~850 km

- Mine plate. The Leopard 2 ARV CAN has a reinforced belly plate beneath the crew compartment to improve blast survivability.
- Ballistic seats. Likewise, the ARV CAN has ballistic seats to improve blast survivability.
- Dozer blade extensions. Canada widened the Leopard 2 ARV CAN's dozer blade to match the width of the ARV with add-on armour.
- Remote Weapons Station (RWS). All ARV will be fitted with a Kongsberg RWS capable of stabilized fire on the move.
- Combat Recovery Device (CRD). The CRD allows the ARV CAN to hook up

to a casualty's pintle hook while the ARV crew remains under armour.

- Driver Vision Enhancement (DVE). All Leopard 2 ARV CAN have DVE that significantly reduces blind spots and, with a thermal imager, allows the driver to see at night, to see through obscurants, and to operate the ARV with greater situational awareness.
- Internal stowage. Since add-on armour would cover external stowage boxes, the ARV CAN stows tools and equipment internally.

Finally, for the first time since the Second World War, Canadians manufactured the ARVs. Ten of the 12 ARVs are assembled at Rheinmetall Canada Incorporated in St-Jean-sur-Richelieu, QC.



The Leopard 2 ARV CAN (Mammoth) on the left easily winches a pair of Leopard 1 ARV (Taurus).

RCEME in Wainwright: Ex MAPLE RESOLVE

Lt MS Bégin-Major, B Veh Pl Cmdr, Maint Coy, 5 Svc Bn, 5 CMBG, 2 Cdn Div

One mechanized brigade group and over 1200 pieces of equipment to maintain in operational condition: an insurmountable task for some, maybe, but not for the members of the 5 Canadian Mechanized Brigade Group (CMBG) Corps of RCEME.

As opposed to last year, we are beginning to understand that we are no longer training for Afghanistan, but to reflect doctrine. EX MAPLE RESOLVE 2015 helped us identify several obstacles to overcome and put our equipment and technicians to the test.

In the deployment and execution of the brigade's confirmation exercise, support was provided at several levels. Among first-line units, the 1st Battalion Royal 22^e Régiment Battle Group (BG) Maint O, Capt Arseneault, and his technicians supported infantry, field engineering, heavy engineering, Civil-Military Co-operation (CIMIC), artillery, counter-battery, fire support, reconnaissance, sniper and Leopard 2A4 tank elements. Vehicle and ancillary Mobile Repair Parties (MRPs) all faced a challenge, with a multitude of equipment to support.

The exercise provided an ideal opportunity to test new platforms. "We were able to test ancillary LAV III MRPs again by integrating them into combat teams," reported Capt

Arseneault after the exercise. "These resources helped support forward weapons systems and allowed for towing disabled LAV IIIs to the rear instead of using our aging Bison MRV." The first-line technicians certainly distinguished themselves. "The BG Maintenance Platoon was a crucial element in sustaining the F Echelon fighting force. Without their constant effort and capacity to survive in the battlefield with few resources, we would not have been able to lead the combat teams toward a successful mission," said Capt S. Mailloux, A/OC Svc Coy.

For the second line, the concepts of Brigade Support Area (BSA), Forward Repair Group (FRG) and Forward Logistics Group (FLG) put Arte et Marte to the test. While performing complex repairs in a tactical context, the technicians of 5 Svc Bn Maint Coy had to act as the Quick Reaction Force (QRF). Given the number of times that the BSA faced threats and crowd control situations, our brave warrior-technicians really put Marte into practice. Closer to the front, the technicians, under Capt Dubé's command,



Cpl Y. Paquette-Thibault, 5 Svc Bn Maint Coy mechanic, removing the powerpack from a Bison MRV.

deployed the FRG to support the 1 R22R BG reorganization efforts following a large-scale offensive. When the FLG was deployed, commanded by Maj S. Tousignant and MWO J.C.E. Drouin, the RCEME members made a major contribution by providing optimal close support at the peak of operations. They supported the Battle River crossing by the brigade, and repelled a fierce and well-equipped enemy multiple times. They also demonstrated their versatility by working with several elements from different units (5 Fd Amb, 12 RBC and 430 Tac Hel Sqn).

Higher up at Brigade HQ, G4 Maint Capt Nabhani also made several important observations for the Corps. He was surprised and proud of the maintenance units' accomplishments despite several issues: the virtually nonexistent field tech-net, the constraints of the DRMIS digital system in a non-permissive environment, and a heavy training schedule during the buildup stage. Everything appeared to have been taken into account, except providing enough time for our technicians to prepare the pared-down, aging fleet for the exercise. With over 50% of vehicles disabled, the exercise was possible only with 6,000 hours of work by an advance Technical Assistance Visit (TAV). After



Cfn A. Lebrun, Maint Coy materials technician, fabricating a tool.

several inspections, even more repairs were generated. However, under the command of Capt Beauvais-Beaudry, the maintenance team was able to meet the brigade's requirements.

With live fire Exercise REFLEXE RAPIDE being held shortly afterward, the maintenance units' work was never finished. Our technicians continued working hard to maintain and repair the fleet under their responsibility. Together,



Cpl M. Gosselin, Maint Coy mechanic, guiding a powerpack for insertion.

they kept up a singular team spirit and remarkable creativity in all tasks. The phrase “making something from nothing” was often heard. They certainly deserve admiration for their ingenuity and determination during an extremely busy time. Their next challenge is to maintain their staggering pace for a whole year as an essential element of a high readiness brigade.

Maintaining the Kings of Battle

Capt Nicholas Kaempffer, Artillery Officer, The Royal Regiment of Canadian Artillery School (RCAS)

Arte et Marte, latin for “by skill and by fighting,” is the motto of the Corps of RCEME, who comprise the Weapon Maintenance Detachment with The Royal Regiment of Canadian Artillery School (RCAS). A most fitting maxim, the proud history and relationship between those that man The Guns, and those that maintain them harkens back to the dawn of primitive artillery.

Indeed, the great historian Vegetius recorded that the Roman legions dedicated specialists to both the firing and repair of a wide-variety of catapults and ballistae. While the weapons of war have changed, the demands of firepower have not, and the bonds between Gunners and Weapons Technicians are as strong today as it was under the time of Julius Caesar. Within the RCAS, an elite team of seasoned Weapons Technicians can be found, guided

under the conscientious leadership of Master Corporal Brionne Logan. This Detachment, capable of maintaining all weapons systems within the RCAS inventory, from the venerable Browning 9mm pistol, to the mighty M777A1 155mm Howitzer, works tirelessly to ensure support to a frenetic national training schedule.

The anchor of knowledge and experience within the Weapon Maintenance Detachment is most certainly Sergeant (retired) Ivan Urquhart, who has spent over



From left to right: Mr. Urquhart, Cpl Lauzon, MCpl Logan, Cpl McMullen and Cpl George

19 years working on Howitzers, both in uniform within the Corps of RCEME, and as a civilian employee of the Department of National Defence. “It is the camaraderie between the Technicians and Gunners that has sustained my passion for working on the Guns,” said Mr. Urquhart, as he took a quick break in the midst of an annual inspection on a M777A1. Corporal Terry George echoed similar sentiments as he turned a wrench, stating “in the Weapon Technician world, bigger is better – nothing is better than life here at the RCAS.”

Corporal Melina Lauzon, a recent arrival to the trade, summed up her enjoyment of her job in a laconic, but fitting way: “I like Guns.”

With over twenty indirect-fire weapon systems held at W Battery alone, not to mention a plethora of personal and support weapons, plus the maintenance requirements of the Guns of the Primary Reserves in Atlantic Canada, the demands placed upon this small team are numerous, and always surmounted. “From life in garrison, to deploying to the

field in support of training, no day is the same, each complete with unique set of challenges,” said Corporal Tyler McMullen, very much encompassing the mission-focused mentality of those that maintain the Guns. Loyal, dedicated, and skilled, the RCAS could not ask for a better team to sustain the Kings of Battle in the never-ending quest to put steel on target, in order to train Gunners to keep our great Nation safe from those who would do her harm.

Winged Maintainers

Cpl C.J.R. St. Michael, Wpns Tech, 3RCR, Maint Pl

Fear of heights or Acrophobia is a debilitating anxiety disorder that affects nearly 1 in every 20 adults. Individuals having the fear of heights generally avoid tall buildings, Ferris wheels, roller coasters or... jumping from an aircraft with a parachute.

Parachuting was never in my realm of possibilities until the Fall of 2012 when I was approached with a rare opportunity to join an upcoming basic military parachutist course (B-Para). My first reaction was negative; there was no way I was going to jump from a perfectly functioning aircraft.

After a lot of convincing from peers and supervisors, I agreed to have my name put forth. RCEME Weapons Tech was not a priority position, so I was put in a standby position for the course. This meant I had to compete with other standby position holders and wait for someone in a hard position to fail their test. After my fourth course as number one standby, I was finally given a hard position on course. Ten physically and mentally exhausting days and I was on my way to Trenton, ON for the J-stage, practical portion of the course. When the time came, we dawned our CT-1 Canadian round parachute and

When the green light came on and I heard the command "GO" from the jump masters, I did what I was trained to do and made my way to the door, but to my surprise, the sight of the ground 1500ft below me wasn't frightening.

CR-1 reserve parachute, and climbed aboard a C-130J Hercules Aircraft. I was terrified, not only about the heights, but the possibility of freezing up in the door and not being able to make the jump. Being the only RCEME tech with a group of combat arms soldiers, I could not show any weakness or hesitation. When the green light came on and I heard the command "GO" from the jump masters, I did what I was trained to do and made my way to the door, but to my surprise, the sight of the ground 1500ft below me wasn't frightening. It was as if I was looking at a picture, farm fields were small squares, roads and rivers were small lines, everything was surreal. The adrenaline rush became an addiction, I was hooked.

February 2013 I was given the opportunity to join Mike Company of the 3rd Battalion Royal Canadian Regiment to take part in a Joint Operational Access Exercise (JOAX) in North Carolina. I was

briefly trained on the American drills and equipment prior to donning a T-11. The T-11 parachute is a modified version of a cross/cruciform platform with a 28 percent increase in surface area when compared to the Canadian CT-1. This was my first multiplane formation jump. When I left the plane, I found myself surrounded by jumpers, Canadian and Americans in close proximity. This was frightening because the T-11 although a slower descent, doesn't react well to 'slips' (drills by the jumper used to maneuver the parachute in a direction you want to go). After successful jumps and exercises with the 82nd Airborne, I was presented with my American Parachute Wings and made an Honorary White Falcon.

The following year I was able to take part in a variety of jumps, including water jumps, CH-146 Griffin helicopter, UH-60 Blackhawk helicopter, and jumping from the ramp of the C-130 Hercules. This all prepared me for my next adventure. OP REASSURANCE was a NATO exercise in Eastern Europe where I once again found myself in Mike Company (para coy) 3RCR. July 2014 I boarded a plane with my maroon beret set for Poland, where I would spend the next three months training with other NATO countries. I took part in several jumps with the Polish Army, utilizing their equipment to earn Polish jump wings. The AD-95 is a round parachute and AZ-95 is the reserve parachute used by the Polish Forces. The AD-95 is similar to our CT-1 parachute but with the major difference being the lack of



Bottom left: White Canadian, Red Canadian, Silver American, Black American, Polish wings

Top left: Ex STEADFAST JAVELIN

Above: 450 SQN Parachuting trials, spring of 2015.



Ramp Jump in Petawawa

anti-inversion skirt. For this reason a knife is placed on top of the reserve parachute, used to cut away suspension lines that might find themselves over your canopy, cutting down the effectiveness of your descent. Cutting away the lines that keep me attached to my parachute was not something I wanted to be forced to do; thankfully I was never put into that position.

Ex Steadfast Javelin 2 was a NATO airborne exercise towards the end of my roto in Poland. I dawned a T-11 parachute with full kit and boarded one of the ten American C-130's in Ramstein, Germany prior to my 4 hour flight to Latvia. The next four hours were uncomfortable and less than dull, with a reserve parachute being deployed accidentally by an Italian jumper followed briefly by a door malfunction causing it to open unexpectedly. Quick thinking by the aircrew resolved the issues and we continued our journey to Latvia. 11:50 pm comes around and P-hr is finally here. Green light is on and out the door I go to find myself in complete darkness struggling to identify other jumpers around me. Once on the ground, I loaded my rifle, put my MNVG (monocular night vision goggle) on and packed my parachute before making my way to the objective where I joined the rest of M-Coy and pushed through our objective. The Americans, Canadians, Bulgarians, Italians and Polish troops all had their own objectives to seize on the airstrip. Once we had the airfield secure, five C-17 Globemasters landed and two Strikers drove off the ramp of each one and moved to their defensive position. The next few days held many different challenges and experiences as we moved through our objectives. I was later presented with my white parachute wings for my participation and contributions in EX STEADFAST JAVELIN 2.

Since then I have had the privilege of participating in the CH-147 Chinook Helicopter Parachute Trials alongside the platoons newest jump qualified technicians, Cpl Colin Parsons (Wpns Tech) and Cpl Patrick Hopper (Veh Tech). They completed their basic parachutist course in the Winter of 2015 with fellow 3RCR RCME tech Cpl Jesse Dupuis (Veh Tech).

If you are an adrenaline junky, thrill seeker or just want a new adventure such as parachuting, fast roping, or mountain climbing, then the 3rd Battalion Royal Canadian Regiment may be the posting for you.

Basic Parachutist Course

Lt Peter Chun, Bn HQ, 1 Svc Bn

The 3rd Battalion of Princess Patricia's Canadian Light Infantry conducted a Basic Parachutist Course from 6 to 24 July 2015 at Canadian Force Base Edmonton.

The course began with 10 days of ground training where candidates were versed in the use of parachute equipment, aircraft drills and exits, flight control, and how to properly land. In addition to learning the necessary knowledge to become a successful jumper, the candidates underwent training on the mock tower and physical conditioning in order to physically and mentally prepare them for rigors of airborne operations. The course concluded with 5 days of jumping where the candidates conducted 4 static line descents during the day and 1 at night out of a CC-130J Hercules.

The combination of challenging PT and learning the skills to become an effective parachutist ensured that the candidates were challenged under pressure; both physically and mentally. The course was designed to push soldiers outside of their comfort level and for some to fight through the fear of heights. At the culmination of the course, the candidates developed into confident and skilled specialists who could work together and jump collectively as a cohesive team. Seven Royal Canadian Electrical and Mechanical Engineers graduated as qualified Basic Parachutists.



From left to right: Cpl Carruthers (408 Sqn), Cpl Alain (3 CDSG Wx Tech Svc), Lt Chun (1 Svc Bn), Cpl Melvin (1 Svc Bn), Cpl Kusomovic (3 VP), Cpl Whitfield (1 VP)
Not in picture: Cpl Perez (1 VP)

RCEME in Cambodia

LCol Mike Cole, DLEPS 7

I recently had the pleasure of participating in an international humanitarian project known as the Rotary Wheels for Learning (RWFL). In its fourth year, the project's aim is to provide bicycles to impoverished children of Cambodia and Laos so that they may have the opportunity to attend school. As many of the poor children in these countries have to walk well over ten kilometers to school, they simply cannot attend without the aid of a bicycle. Shortcuts through fields and jungle offer the prospect of encountering long forgotten landmines, unexploded ordnance, or poisonous snakes. In addition to enabling a child to get an education, the provision of a bicycle provides the family with a cheap and viable means of transportation.

Lead by the Rotary Club of Gravenhurst, Ontario, 21 volunteers deployed to Cambodia from 25 January until 18 February 2015 with the intent of building and distributing 1011 bicycles. Our team consisted of a very diverse and eclectic group; ranging from accountants, information technology managers, a former Military Policewoman, emergency room nurses, and even the owner of Tilley Endurables, Mr. Alex Tilley. This year, we completed nine bicycle distributions in five provinces, which equated to just over 3000 hours of direct labour on the bicycles. To achieve this, we had to travel over 1700 kilometers by road, and in one case, 36 kilometers of river travel on a dilapidated Sampon!

Our first distribution took place in Svay Rieng province, Daunleb village which was approximately 15 kilometers from the Vietnam border. The Kempenfelt Rotary club of Barrie had just finished building a school in the area, so the distribution was coordinated with the official opening of the new schoolhouse. Unfortunately for our group, this was our first and largest build, with just over 200 bicycles. Operating in 36 degree Celsius after having just departed the Canadian winter, with little shade and no experience, we set about building the bicycles. What we lacked in experience, we made up for in spirit and energy and soon found that we were making considerable progress – thanks to the children and locals who felt sorry for us and eagerly pitched in to help. I think we would still be there if not for their help that first day!

As the distributions progressed, we rapidly formed into an effective cohesive



LCol Cole repairing bicycles in his Cambodian "Workshop"

team, with each one of us focused on providing 100 percent success. Although the bicycles were supposed to be in like new condition, it quickly became clear that "new" in Cambodia was what we would describe in Canada as "well used." Many of the bikes came with several defects that required parts and time consuming repairs. Thanks to the RCEME Corps philosophy of "making it happen" regardless of the obstacles, I showed my team how to make "field expedient" repairs such as freeing up seized brake cables, adjusting bent rims and repairing tire valves and tubes. During a distribution in Koas Krahlor District, Battambang, I had the pleasure of working alongside a landmine survivor, Nil Noy, who received training in bicycle repairs sponsored by the Rotary Club. It

Top right: Children from the village of Chi Phat waiting for their bicycles. Chi Phat is a remote village in Preah Province which could only be reached following a two hour excursion up the Preah Pihot river.

Bottom right: Cambodian children from Daunleb village in the province of Svay Rieng accepting their new bicycles.

was a great experience for both of us as I was able to show him new methods of repairing bicycles, while he taught me the "Cambodian way," also known as hammer, vice grips, and WD 40.

What could have been a Vehicle off Road (VOR) rate of 20% ended up being less than 1% VOR. Much like the technicians and officers within the Corps of RCEME, our team worked long hours under less than ideal conditions so that our objective of providing serviceable bicycles to each of the selected children could be realized. In the rare cases where we could not make a bike serviceable, we all chipped in to ensure the required repair would not be borne on the backs of the children's parents.

Reflecting back on the reason I volunteered



to go to Cambodia, I came to realise that I need to be part of something bigger than myself, something that was making a difference in the world. The time I spent in Cambodia enabled me to work with a team that was making a tangible difference in the lives of ordinary Cambodians. Much like my RCME family, this team of Rotarians and friends not only understand what "Service before Self" is, they actively embraced it through their unselfish actions.



Left: Landmine survivor Nil Noy and LCol Mike Cole proudly display the RCME Colours after assembling 120 bicycles at Krasang Roleung Primary School in the province of Battambang. **Right:** LCol Cole with the RWFL Interpreter Sohkal Sang



2015 Army Run

About 25,000 people raised \$400,000 for Soldier On and the Military Families Fund on September 20 in the 8th annual Army Run.

Congratulations to all RCME members who took part in that event!

Hell or High Water 2015

Cpl Patrick Hopper, Veh Tech, 3 RCR

Hell or High Water is a community event that consists of a rafting race down a 3km stretch of the Petawawa River through various class II to class IV rapids. The event is celebrating its seventh anniversary in Petawawa.

3 RCR had four teams competing in the event, one of which was Team 23 who came in first place overall with a timing of 08:14. Team 23's members were all Vehicle Techs from 3 RCR and apprentices from 2 Svc Bn.

Team 23's main race began with a lack of cooperation from the river as they were taken along the wrong side of the course to a set of harder rapids; this ultimately helped lead them to victory in the end. Making

it through the tougher rapids allowed Team 23 to get down the river more quickly, giving them a competitive edge.

After the first set of rapids, the team took it easy and continued to paddle until they reached the large class IV rapids, named Lovers. The team successfully made it



Team 23. Left to Right: Cfn Elijah Middleton, Cpl Colin Cook, Cfn Cody Neill, Cpl Patrick Hopper, Cpl Jordan Dombroskie, Cfn Ryan Burghraef.

through the rapids, but some large waves following the main rapids provided the team with their toughest obstacle of the race. With determination the team came together to finish the race with an impressive timing, beating all other unit teams.

What's Up at a Glance...

Introduction of the Restructured LEMS DRMIS User Manual

Maj M. De Marinis, DGLEPM, DLEPS 8

DLEPS 8, which provides LEMS DRMIS support to the Army and all LEMS community, has undertaken as a priority, to document/restructure all current LEMS DRMIS Plant Maintenance (PM) procedures and distribute via the LEMS DRMIS Support SharePoint site.

An initial draft version of the LEMS DRMIS User Manual Volumes 1 Common and Volume 2 Workshop Procedures was issued in 2014. These two volumes have been reviewed, validated and re-organized into a user friendly, easy to follow standardized modular format. Volumes 1 and 2 are due in September, 2015. The final product which will be expanded

to include a Volume 3 for Equipment Management Team procedures and a Volume 4 for Central Data Management procedures will follow. For access to the LEMS DRMIS Support SharePoint site: http://collaboration-materiel.forces.mil.ca/sites/dleps_8/lems_support/SitePages/Home.aspx



An overview of the DRMIS SharePoint site

RCEME Buggy Race 2015

Cpl R.G. Fleming, Veh Tech, Maint Coy, Technical Services Branch, 5 Canadian Division Support Base, Gagetown

On 22 May 2015, 5th Canadian Division Support Group Technical Services Branch Maintenance Company hosted our RCEME Day to celebrate the 71st birthday of the Corps of RCEME with the "Buggy Race", which was conducted for the 13th time this year.



Congratulations to the OJT Platoon!

The RCEME buggy recycles the frame from the once common Iltis Utility Vehicle. It contains a rear mounted 10.5 horsepower engine, and a body style that is left to the participating units' originality and imagination. The track was "tightened up" with a series of strategically placed pylons in an attempt to keep overall speeds to a minimum. The race also included a pit

stop type tire change after the first lap of two around the course.

This year OJT Platoon proved to be a force to be reckoned with, and left their mentors in the dust. They had excellent lap times and a "spot-on" pit crew which led to a victory by quite a large margin over all other competitors. Well done OJTs!

11th Annual Western Area RCEME Hockey Tournament

Sgt Hamel, Veh Tech, 2 PPCLI

This year, 17 Wing TEME took home the gold against 2 PPCLI Maint Pl, and 1 RCHA LMT took the 3rd place against team BATUS while Base Maintenance CFB Shilo was awarded the 'most sportsman-like team. Mr. Marvin Clarkson, a retired RCEME member, received the MVP with 11 goals and 5 assists.

Mr. Tom Foster (Sgt Ret'd) once again returned to play goalie for Base Maintenance CFB Shilo, making him the only technician to play with all 11 years of the Tournament.



The winning team : 17 Wing TEME

Unveiling of the Sergeant Hector McPhail Building

Capt Julien Bertrand, TEME, Ops O

The 19th of May 2015 was a very special day. Not only did CFB Halifax inaugurate its brand new building – dedicated primarily to maintenance – but, more importantly, the building was named after a RCEME member, the late Sergeant Hector McPhail. And the day was made even more unique in that it was honoured by the presence of a huge contingent from the McPhail family.

So let's take a short trip back in time. Slightly over a year ago, the Transportation Electrical and Mechanical Engineering (TEME) team eagerly moved into the Sergeant Hector McPhail Building. For the first time in their existence, all these employees would be housed under the same roof. Well... almost all, since two detachments serve their clients out of CFB Shearwater and Pictou.

So under sunny skies and in the presence of command teams from MARLANT, 5 Canadian Division, CFB Halifax and the Corps of RCEME, the ceremony got underway. After the ribbon-cutting, the McPhail family, invited guests and spectators were treated to a guided tour of the new modern, spacious and sunlit facilities.



The McPhail family and guest of honour during the ceremony.

No wonder we were all jealous. The day ended with a light lunch when we all had the chance to speak with the family and, for those who knew him, swap stories about Sergeant Hector McPhail.

In this atmosphere, solemn and festive at the same time, words cannot describe the happiness and honour of seeing the name of Sergeant Hector McPhail inscribed on the building. It is a reminder of the deeply held values of comradeship and self-sacrifice that exist within our ranks.



The new TEME building in a panoramic view.



**Sergeant
Hector
McPhail
1960-2011**

Sergeant Hector McPhail joined the Canadian Armed Forces (CAF) on 21 June 1978.

A Royal Canadian Electrical and Mechanical Engineering (RCEME) Vehicle Technician with 33 years of service in the CAF, Sgt McPhail completed multiple operational tours and deployments including: Cyprus with the United Nations (UN) Peacekeeping Force in 1985, Namibia in 1989 with the UN Transition Assistance Group, Germany in 1991 with 1 Canadian Field Hospital, Canadian Forces Station Alert in 1994, Syria in 1998 with the UN Disengagement Observer Force, Bosnia and Herzegovina in 2003 with the NATO Stabilization Force, and finally Afghanistan in 2006 within Operation ATHENA and the International Security Assistance Force (ISAF).

He willingly devoted an enormous portion of his life to the CAF, his fellow soldier technicians, and the Corps of RCEME. Above all of his years of service and multiple deployments, Sgt McPhail's Mention in Dispatches speaks best to his character and exemplifies him as a role model for others to follow. "On Aug. 29, 2006, then Master Corporal McPhail's patrol was ambushed near Kandahar. Despite suffering two gunshot wounds, he provided suppressive fire while exposed to hostile fire so as to allow the patrol to push through the ambush. With remarkable concern for his crew, he refused medical attention so that he could remain focused on his vehicle command responsibilities".

Sadly, this RCEME combat hero passed away after a battle with cancer on 29 August 2011 at the age of 52.

25 Years Playing Santa Claus for a Good Cause

Annie A.-Bélanger, Comms O, 202 Workshop Depot

It's been 25 years since a wonderful program was started by the Montreal Firefighters' Association and 202 Workshop Depot (202 WD), located at CFB Longue-Pointe in Montréal. The year was 1991. It had been several years since the firefighters had stopped distributing toys with their Christmas food hampers because of a lack of storage space and manpower to do the sorting. But thanks to the efforts and dedication of volunteers from 202 WD, steps were taken to put in place the necessary mechanisms and infrastructure to restart this community initiative.



Over the past 25 years, more than 80,000 gifts have been distributed within the greater Montreal area!

The project evolved over the years but always kept the same objective, namely, ensuring that children from disadvantaged areas also had the opportunity to enjoy a magical Christmas year after year. Over the past 25 years, more than 80,000 gifts have been distributed within the greater Montreal area! And in 2014, the

Christmas Toys Project not only distributed the Christmas hampers from the Montreal Firefighters' Association but also fulfilled requests from 16 other organisations. It also worked in collaboration with the area Padre to deliver Christmas packages to the families of CAF members who had requested Christmas hampers.

« Like many others, I would dream to live in a world where poverty and inequalities do not exist and where every child has the chance to live a normal, innocent childhood. In the meantime, we will still need people, who give of their time and energy to improve the lives of those who have little and their children who have nothing to do with that situation. This is what the Christmas Toys Project means to me and it was one of the greatest revelations when I was at the unit. »

BGen Nicolas Eldaoud, 202 WD CO from 2008 to 2010

The Christmas Toys Workshop at 202 WD sorts, repairs and checks the toys, which are then wrapped in gift packages. Each package contains roughly five items, including at least one new toy. Service personnel, civilian employees and outside groups volunteer evenings and weekends to bring this project to fruition. In 2014,

some 560 persons were involved, some of them attending every activity! They are supported by a team from « CRDITED de Montréal », an organisation that works to integrate people with intellectual disabilities into the workplace.

The Christmas Toys Project received support from a number of RCEME

members when they were in the Montréal area. If you happen to be in the region, don't hesitate to contact the Christmas Toys Project for our days and evenings sorting schedule: 202.jouets-noel@forces.gc.ca

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Corps' news in
140 characters!



Message from OA and AOA

Maj Jason Van Dyk, Vehicle Technician Occupational Advisor
CWO Pierre Tremblay, Vehicle Technician Assistant Occupational Advisor

As the Vehicle Technician OA and AOA, we are committed to keeping our people updated on various tasks under development. In the latest issue of the RCEME Journal Issue 1- 2015, we gave an overview of certain tasks; here's how they're developing.

EROC vehicles

Our training needs analysis request is in progress and is being examined by the Combat Training Centre Headquarters (CTCHQ). For now, the feedback from the CTC following investigation is that if we want to resolve this problem as quickly as possible, we need to provide all units holding EROC vehicles with maintenance manuals and all specialized tools required for repairs; this initiative will certainly be a good start. This task is still in progress; there is more to come.

Army Vehicle Crew Commander Qualification

Our goal was for RCEME members to be able to participate and acquire this qualification without Primary Leadership Qualification (PLQ). We were also attempting to enable members to obtain performance objective (PO) 201, *Execute Battle Procedure*, PO 202, *Prepare Vehicle for Battle* and PO 203, *Execute Tactical Vehicle Movements* certification using the POs taught in Royal Canadian Electrical and Mechanical Engineers DP2 Common.

We learned quickly that the POs for which we were attempting to obtain certification were covered much more in depth and focused on ambushes and battle compared to the instruction received in PO 003, *Execute RCEME Maintenance in a Tactical Environment*. This file is now closed and the training will remain as is.

Winter Coveralls

Recently, we conducted a national survey to study requirements with respect to winter coveralls, and the feedback leaves no doubt: everyone agrees that our technicians need this type of equipment. A reflective band would be an asset, and the majority of responders agreed that having one coverall for three technicians (Cfn, Cpl

and MCpl) would meet the various requirements.

Tools Acquisition Project

At one time, a tools acquisition project surfaced for our Vehicle Technicians' toolboxes, but because of the economic circumstances, the initiative was set aside. It appears to be gaining momentum again, and we are investigating quantities and prices to acquire approximately 70 additional tools for our toolboxes.

Arctic Operations Advisor Training

A technician from CFB Shilo shared with us the skills he acquired for equipment repair and maintenance on Arctic Operations Advisor training, and then the RCEME Sergeant Major initiated an investigation of the training. The SM is in favour of more RCEME members receiving the training, and is looking at the possibility of obtaining permanent spots for RCEME members in the training.

Towing Procedures

It appears that our towing procedures need reviewing, because more and more of our technicians are facing urban rescue situations. Use of the safety chain is one of the procedures that will be reviewed to comply as closely as possible with provincial policies and increase safety factors. There will soon be a clear and consistent guideline stating that two crossed chains must be used at all times between the two vehicles; the purpose of the chains will be to keep the towed vehicle behind the rescue vehicle in case the main system



Above: The chest that will be added to the MSVS. The chest is divided into two compartments: the mechanical compartment containing the heating, cooling and air compression systems, and the technician's workshop compartment, which you can see in the other photos below.



breaks, even with the use of an A-frame to prevent it from hitting the ground.

In closing, we'd like to let you know that CWO Pierre Tremblay will be replaced by CWO Luc Guillemette; CWO Tremblay will officially be retiring in September after 35 years of loyal service.



Op ZEUS - Meeting with EO Tech

WO A.P. Pellizzari, 2IC Aux Pl, Maint Coy, 5 Svc Bn

On 12 November 2014, many technicians from 2 Cdn Div met at the Sgt/WO's mess (CFB Valcartier) for our second edition of OP ZEUS. This initiative started from a brainstorming session by the Senior Technicians from CFB Valcartier as a way of exchanging different aspects on our trade. Our goal was to increase cohesion, develop a good network, exchange and pass information with relevant presentations.

This year, over sixty technicians were able to attend the event in question. The day started with a gathering session around a good cup of coffee. Afterwards, the Royal Canadian Electrical Mechanical School EO Tech Standard WO J.S. Guillemette and 5 Svc Bn Training Platoon, Sgt Paradis conducted presentations on the new EO apprentice technician (performance) standard evaluation. We were able to elaborate on the DP1 training program and more specifically on instruction constraints, performance control composition and student electronic progress called "Training Tracker". In addition, we were able to discuss the DP2 goals on developing advanced technology training while eliminating certain OSQ training. We changed the trade's vision by organizing a strategy that answers today or tomorrow educational demands (requirement).

After a good meal, Mr. Evans Godin, tactical power distribution LCMM, gave an excellent presentation on challenges faced by his team with the deterioration of operational capacity due to the aging and reduced reliability of generators and power distribution equipment albeit constant reconditioning and "patching/correcting/reviewing". He also discussed the Generator replacement and the electrical power distribution program that would be essential for CAF operations in order to meet increasing electrical power demands. This project should give us a slew of performing, reliable, and modern technology generators that will have a reduced life cycle phase. However, this project is in definition and could take a few years for troops to see the new equipment. In the name of the Assistant Occupational Advisor (CWO Rose), Mr. Godin finally presented the points on the EO SEV

variants that will be replacing the outdated/obsolete version.

Sgt Sévigny from 5 RALC completed the day with a presentation describing/explaining the EO "Share point" that is an indispensable asset for the trade as it contains relevant technical information where technicians can exchange or obtain vast information regardless of where they are within Canada.

Finally, this meeting was a golden opportunity to "technet" and to be briefed on the many EO trade changes. This day was possible due to the initiative and dedicated members of 2 Cdn Div with the chain of command support which was appreciated by all.



Souvenir photo taken during the 2nd edition of OP ZEUS at CFB Valcartier.



Sherman Named “Claire” Entrusted to Materials Technicians

Cpl Philippe Cournoyer, Materials Technician, Maint Coy, 5 Svc Bn

The Materials section of the 5 Svc Bn Maint Coy had the privilege of working on one of military history’s iconic vehicles, both in Canada and in allied countries. The 12^e Régiment blindé du Canada (12 RBC) asked the team to provide the necessary care to restore one of its monuments. This was not a small task as we were in the middle of Maple Resolve, with a reduced number of technicians having stayed behind and multiple Garrison and Company tasks to manage.

One of the first steps of the project was to assess the scope of the task on site, where the team found a vehicle full of liquids, water and mud. With the help of the environmental services, the team had to establish a plan to make the vehicle compliant with current environmental standards. Working with a vehicle built in the 40s is not without its complications. Throwing a track required an oxyacetylene torch, a crowbar and a hydraulic jack, because one of the tensioners was corroded and seized up.

The past resurfaced during the sandblasting phase. The years had worn down the original paint, and the vehicle had undergone various restorations over the years, including new coats of paint. The original paint reappeared slowly as the other two coats disappeared under the sand, revealing the crests and insignia of the vehicle Brigade and Squadron. More surprising still, when the surface paint had been removed, the name “Claire” reappeared on the right side of the hull! This discovery led the technicians to conduct more in-depth research to find and, with the approval of 12 RBC, repaint the original inscriptions on the vehicle. The sanding also revealed serial numbers identifying various parts of the hull and turret, showing when and where those parts were made.

The vehicle also taught the members

involved in its restoration about the design methods of the time. We were dealing with a version of the Sherman with a welded hull and with several cast iron turret and hull components. The imperfect finish of the steel surface revealed the heads of nails

used to support compacted sand moulds to keep them in place during casting.

Two coats of paint later, the Sherman came to life and its

history resurfaced. Thanks to the excellent care provided by the Materials Technicians, the vehicle will continue to shine brightly at 12 RBC Valcartier. The restoration of this vehicle is just part of the work that we do day after day, but the technicians who worked on it are aware of what a privilege it was to participate, and what an invaluable, unforgettable experience it was.



Above: Vehicle before restoration

Below: Vehicle after restoration and the team who took part in that project





Recovery Training for the Weapons Technician?

CWO Jeff Saunders, RCEME School RSM

Believe it or not there are times when we as Weapons Technicians get involved in recovery operations. These “opportunities” might be deliberate when someone is scheduled to act as a wrecker swamper or by chance when we find ourselves on the scene and there are no other qualified RCEME resources available. Here are two examples written by Sgt (ret’d) Steve Ferris.

September 2006, Kandahar Province - Sgt (ret’d) Steve Ferris

Glen Cartwright and I were going to Ma’sum Ghar in the Wpns Bison MRT to repair an M777. For obvious reasons we can’t travel without an escort, so Glen and I were absorbed into a scheduled resupply convoy to the area. We were about 30 km from the base when the Bison in front of us broke down. The road was at the base of a mountain and full of twists and turns. The vehicle in front didn’t immediately realize that the vehicle behind them broke down and caused the convoy to split. The convoy commander at the front of the packet was notified by radio of the incident and was able to turn around and come back to investigate. The other vehicles in the packet remained ahead of the broken down vehicle. I remember the Convoy Commander saying that they came under fire along this part of the road in the recent past and wanted to get moving ASAP. The hills around us provided a good ambush site and we would be at a great disadvantage where we were stuck. He didn’t want to wait for recovery in this area and wanted to move to a safer location. We were the only vehicle able to tow the broken down vehicle and all we had was a tow rope and not the proper towing bars that are supposed to be used. In order to get out of the area of concern and get the convoy moving forward we came up with a plan that we would tow the vehicle. The vehicle MRT would be dispatched from Ma’sum Ghar and would meet us somewhere along the route. Glen and I hooked up the deadhead vehicle to our Bison MRT and Glen began to drive. If it weren’t for the skilled driving of Glen and the driver of the broken down vehicle I don’t think the outcome would have been favourable. As we drove to our destination the roads



Sgt (ret’d) Steve Ferris in Afghanistan in 2006.

became more challenging as there were hills with turns and drop offs. The driver in the towed vehicle was bumped around a bit but controlled his vehicle which wasn’t easy. Together we managed to get out of the area of concern and make it to a safe place. The vehicle MRT met us and completed the recovery forward to our destination. Everyone was safe and we were able to complete the repairs to the M777 and make it safely back to camp.

24 October 2006, Tarnak Farms, Kandahar - Sgt (ret’d) Steve Ferris

As the only tank qualified Weapons Technician able to go outside the wire I was tasked to remote fire the first Leopard 1 C2 tanks to deploy to Afghanistan. The range aspect of the day went off without a hitch when a British SOF vehicle which, I believe, was similar to the Jackal, became

stuck on the edge of a deep embankment behind the firing line. The embankment had a pretty sharp drop off and was several meters deep. Any other maneuvers made by the driver risked having the vehicle tip over the embankment. As the Senior RCEME rep on site I was asked to extricate the vehicle. Without obvious hesitation I said yes but in my head I was thinking “they do realize that I fix guns for a living.” No matter, we help where we can. The situation had some challenges! The position of the vehicle would not permit extrication either straight forward or back and the same risk faced by the SOF vehicle was also faced by any vehicle on site including the tanks. The safest approach for the towing vehicle was on a 45 degree angle, but if the SOF vehicle pivoted in place I feared that it would spill over the edge of the embankment. To solve this problem I used one tank as an anchor and directed that the tanks tow cables be attached to the front of the tank and run out to the side of the Jackal. I had another tank attach its cables to the front of the Jackal. I had the first tank take up slack on the cables then pivot in place while the second tank slowly pulled the Jackal away from the embankment. It wasn’t pretty but it worked!

These cases, and I’m sure there are more, have led me to believe that there may be some value in including the basic principles of recovery in 400 series training. This by no means is an effort to chip away at the domain of the Vehicle Technician but it certainly couldn’t hurt if more RCEME assets are versed in recovery especially on the dispersed battlefield of tomorrow with limited RCEME resources on site. Food for thought.

A Vision Statement for the 75th Anniversary of the Corps of RCEME

Col (ret'd) Murray Johnston

The role of RCEME is to keep equipment operational, no matter what, while at the same time being prepared to be part of combat operations. In order to get a full perspective on RCEME, one must go back to its founding as part of the Royal Canadian Ordnance Corps (RCOC) in 1903. This allows us to trace RCEME's development over the past century. The increasing fire power, the technical complexity of weapons and the dependence on equipment forced the migration of repair and recovery resources from rear areas to the front lines in order to keep more equipment operational.

World War One

As soon as the Canadians got into battle the RCOC staff noted the requirement to backload guns from the front line to the rear area workshops for maintenance caused a significant reduction in available fire power. Hence they set up a light mobile workshop that was located in the gun line.

At the artillery bombardment starting the Battle of Vimy, "Guns behaving well" was recorded in that workshop's War Diary. The Army commander supervising the Canadian

Corps sent a special commendation praising the work of the technicians noting that keeping the guns firing for long periods was essential to the Corps' attack.

Formation of RCEME - 1944

The Engineering Division of the RCOC, which comprised two-thirds of RCOC personnel, was transferred to the new Corps of RCEME thereby giving Canada's Craftsmen their separate identity as an engineering corps in Canada's army.

Unification of Canada's Armed Forces - 1968

This caused a dramatic drop in morale in RCEME. Traditions and regimental institutions (e.g. name, badge, flag) built up by a corps formed in war were lost. It started a search for ways to rebuild RCEME's esprit de corps.

Regaining RCEME institutions

In 1974 the RCEME Club was founded. Its mission was to keep the RCEME name alive and organize and hold annual reunions, having a unit sports afternoon on RCEME Day, etc. In 1983 the CDS had the LORE Branch's name changed to LEME Branch.

its Mobile Repair or Recovery Teams. RCEME considered itself a regiment of many small units everywhere the action was.

Missions to the Former Republic of Yugoslavia and Afghanistan - 1992 to 2011

These missions saw a huge increase in the operational intensity to which CAF members were faced on missions overseas. It had become a war of many small scale operations

with the protagonists located everywhere. The dependence on equipment brought to the front line highlighted the need for the technical and combat skills of RCEME Craftsmen. Today, RCEME soldiers are seen as able technicians with added value as combat soldiers.

Re-designation of Canada's Craftsmen as RCEME - 2013

On April 19, 2013, the Minister of National Defence announced the restoration of the name of The Corps of Royal Canadian Electrical and Mechanical Engineers. We have continually kept our technical, combat and organizational skills.

Building a RCEME Museum - 2016

The new RCEME Museum will open in May 2016 in Kingston. This Museum complements the traditional set of regimental institutions of an army corps.



Rebadging to the Horse badge - 1992

By the end of the 1980s growing RCEME esprit de corps led to a widespread "shop floor" demand for a return of the Horse Badge. This was accomplished in 1992. On RCEME Day that year the entire LEME Branch was rebadged to the current RCEME badge. This caused an immediate surge in RCEME esprit de corps.

Celebrating the 50th Anniversary of the Formation of RCEME - 1994

This celebration focused on events of interest to RCEME soldiers as well as making all members of the CF aware of RCEME and what it was doing. This celebration set the stage for the founding of traditional regimental institutions such as a regimental honour roll, fund and corps adjutant. It also led to the realization that RCEME's image was not its units but

Regimental Institutions

Since the RCEME 50th the Corps has put in place or started regimental institutions such as an the Block of Remembrance, History, Museum, Corps Fund, Foundation, Archives, Corps Adjutant and Corps Associations. These institutions need to be put in a format to make them more easily accessible so that RCEME can be included in the full scope of military history. The development of the RCEME Museum is just starting. It has the potential for making the general public, particularly defence

decision makers and military historians, more aware of RCEME and its importance in today's operational concept.

Recommended Vision Statement for the 75th

The central focus of the RCEME 75th is a series of local events featuring activities such as friendly technical and combat skills and team sports competitions with celebrations featuring a RCEME cake cutting and some type of souvenir and presided over by a serving RCEME Colonel or General and a

RCEME CWO.

A secondary focus is to improve awareness of and promote increased visibility of RCEME operations and activities by making RCEME institutions more accessible through digitization, by emphasizing the importance of having soldiers in the front line who have added value as technicians to keep equipment operational under fire and by developing and promoting the RCEME Museum as rapidly as possible.

Ottawa Service Battalion Association – Celebrating 50 Years

Maj J.B. Page, DMGSP 3-3

On 1 January 1965, several minor Army Reserve service support units in Ottawa were grouped to form the Ottawa Service Battalion, a single major unit providing support services to the Militia units - Combat Arms and Combat Support Arms, in the Ottawa area and Eastern Ontario.

130 Transport Company, Royal Canadian Army Service Corps (130 Tpt Coy, RCASC); 3 Ordnance Company, Royal Canadian Ordnance Corps (3 Ord Coy, RCOC); 28 Technical Squadron, Royal Canadian Electrical and Mechanical Engineers (28 Tech Sqn, RCEME); 10 Medical Company, Royal Canadian Army Medical Corps, (10 Med Coy, RCAMC); 54 Dental Unit, Royal Canadian Dental Corps (54 Dent U, RCDC); 13 Military Police Platoon, Canadian Provost Corps (13 MP Pl, C Pro C) and 113 Manning Depot were the original organizations, and all formally maintained their Corps designations as part of the Battalion until 1968. Originally, 9 Medical Company, RCAMC from Cornwall and the Independent Transport Platoon of 130 Coy, RCASC in Kingston were



Pre-dinner drinks at the Commanding Officer's and President's Ball on 9 May 2015.

Photo: Sophie Renaud, S&C Photography, Ottawa

nominally part of Ottawa Service Battalion but were later absorbed as support troops by their local units: Stormont Dundas and Glengarry Highlanders, Cornwall and Princess of Wales Own Regiment, Kingston. Former army Corps accoutrements (Cap Badge, Shoulder Titles/Flashes, Collar Badges, buttons and Lanyards) were maintained throughout the Battalion until formally replaced by the unified Canadian

Armed Forces versions of the Logistics, Land Ordnance Engineering, Personnel, Security and Medical Branch badges in the mid-1970s!

In 1976, 28 Military Police Platoon was brought back into the Service Battalion for Administration but the platoon commander retained his access to the District Commander for Policing and disciplinary matters. In 1980

the Medical Section was removed from 28 (Ottawa) Service Battalion to form 28 (Ottawa) Medical Company and subsequently 28 (Ottawa) Field Ambulance in 2004.

A few other minor changes occurred through the years. District and Area Headquarters would evolve, the unit would leave the venerable Wallis House that they shared with 763 Communication

Tradition and History

Regiment (now 33 Signal Regiment) at 589 Rideau Street in 1990. They would now share the former Fitness Centre and current Armoury at 2100 Walkley Road with 3 Field Engineer Squadron (later 33 Combat Engineer Regiment) and 28 MP Platoon. The Armoury was named for a local Victoria Cross winner, Major EJG Holland, VC, after the units moved in.

In 1997, Ottawa District became 33 Canadian Brigade Group (33 CBG), using as inspiration the numbered reserve brigades that had served back in Canada during the Second World War. In 2009, the Battalion was transferred to full command of 2 Area Support Group and had been combined with 26 (North Bay) Service Battalion to form 26/28 Service Battalion and rebranded as 33 Service Battalion in April 2010. By 2014, 33 Service Battalion had been placed once again under full command of 33 CBG. It had lost and regained a Company in Sault Ste Marie along with some elements of Area Support Unit Northern Ontario gaining support obligations across Eastern and Northern Ontario.

For the 50th Anniversary, the Ottawa Service Battalion Association (a grouping of former members and people affiliated

with the unit) was determined to help the unit celebrate this major milestone. It was fully 25 years since the last Reunion of 28 (Ottawa) Service Battalion. It was held in 1990 when the move from Wallis House was about to happen, therefore a party was overdue. With the support of the Commanding Officer, LCol Sheila Chapman, and Regimental Sergeant Major, CWO Denis Lessard, the Association formed a 50th Anniversary Committee and they brainstormed many possible ways to mark the event. In the end, three events were chosen to mark the occasion: an informal Meet & Greet at the Armoury for all interested parties; a formal joint Commanding Officer's and President's Ball – combining what had been two separate events in the past; and finally a Reunion event to coincide with the upcoming Change of Command celebrations in September 2015.

The Meet & Greet was held on Friday, 8 May, in the Officer's, Warrant Officer's and Senior Non-Commissioned Officer's Mess at the Major EJG Holland, VC, Armoury. There was a reasonable representation of current members of the Battalion and quite a few people representing the cohorts of the 1960s, 70s and 80s. It was a nice informal atmosphere and a great opportunity to



From left to right: Cpl Erin Carter, Ms. Megan Klimas, Ms. Elsa Hergel, Cpl Steven Jackson, MCpl Brandon Ferguson, WO Kriston Carter

renew old friendships and to meet some new people.

The Commanding Officer's and President's Ball was held at the National Defence Headquarters Warrant Officer's and Sergeant's/Chief's and Petty Officer's Mess on Saturday, 9 May. It was a lovely day, an opportunity for people to tour the opening of the Tulip Festival and military re-enactors encampment celebrating the 70th Anniversary of the Liberation of the Netherlands. Thank you for the organisers and participants in this special event!

Awards and Recognitions

CDS COMMENDATION

Col S.P. Myers

For exceptional leadership and dedication as the EME Branch Advisor in Ottawa from July 2008 to July 2011.

Sgt S. Levert

For efforts to increase community awareness of the Soldier On program and for creating the adaptive diving program for the disabled at the Toronto garrison since 2011.

MEDAL OF BRAVERY

WO S.D. Mercredi

For brave efforts in disarming a distressed soldier in Kabul, Afghanistan on 13 January 2013.



D RCME's NATIONAL CADET AWARD

WO M. Ahsan

For his outstanding drive and dedication to not only his Corps but the greater Canadian community. He is an integral part of the drill team, shooting program, biathlon program and has completed over 150 hours of community service for various charities in Ottawa. WO Mahdi Ahsan is an example for any cadet to look up to and emulate. WO Ahsan exemplifies not only what the Army Cadet program can do for a youth, but also what a youth can do for the Army Cadet program.

Director RCEME's National and Regional Award Winners

**DIRECTOR RCEME NATIONAL AWARD
WINNER / REGIONAL AWARD WINNER FOR
NCR / NORTHERN / OP COMDS REGIONS**



Sgt N. Kachur

Sgt Nathan Kachur is awarded the Director RCEME National Award and the NCR / Northern / Op Comds Regional Award for his exemplary service and significant contributions as part of Air Task Force – Iraq, Operation IMPACT, Rotation 0. Sgt Kachur's initiative and technical expertise have helped build the foundation for long term success with respect to maintenance and management of Ground Support Equipment (GSE) and Aircraft Maintenance Support Equipment (AMSE). A mentor amongst his peers, he exemplified strong leadership and tireless work ethic on a daily basis. The outstanding level of support provided by Sgt Kachur to Air Task Force – Iraq was a tremendous force enabler, contributing to the overall success of the mission.

TRAINING SYSTEMS

WO R.E. Johnson

WO Ed Johnson is awarded the Director RCEME Training Systems Regional award for his outstanding contribution to the Corps of RCEME through his determination to foster a greater awareness and appreciation of our Corps' heritage. His extraordinary efforts to preserve artifacts and promote traditions and symbols have positively enhanced RCEME esprit de corps. His contributions will ensure that future generations of RCEME soldiers will benefit from an enhanced appreciation of our past. His strong and continued support to the Corps is evident through both his daily work ethic and through such key activities as his leading role as the National Administrator of the RCEME Museum.

ATLANTIC REGION

MCpl S.L. Rodrigue

MCpl Rodrigue is presented the Director RCEME Atlantic Regional Award in recognition of his outstanding performance and unwavering dedication to the CAF and the Corps of RCEME. He has accomplished this through his exceptional support to the Royal Canadian Artillery School and by volunteering his own time to projects and tasks within 5 CDSG, Tech Svcs, Maint Coy. He can always be relied upon to represent both the unit and the CAF extremely well while performing at an exceptionally high level as a technician. MCpl Rodrigue continually demonstrates the leadership, professionalism and RCEME Corps pride that members of the Corps should strive towards.

WESTERN REGION

1 CER Track Vehicle Repair Detachment

(MCpl N.L.G. Gallant, Cpl A. Osl, Cpl M.J. Vader, Cpl C.N. Veltmeyer)

The members of 1 CER Track Det are awarded the Director RCEME Western Regional Award for outstanding devotion to duty, innovation and esprit-de-corps. The members of the Det have provided remarkable service to 1 CER, outstanding mentorship to Veh Tech OJT students from 1 Svc Bn and exemplified the RCEME motto of Arte et Marte. They also maintained mission-critical platforms for 1 CMBG despite the seemingly insurmountable obstacles of operating tempo, spare parts shortages and aging equipment. Their comradery and technical skill are an example to both the Corps of the RCEME as well as to the soldiers of 1 CER.

CENTRAL REGION

Cpl P.J. Langlois

Cpl Langlois is awarded the Director RCEME Central Regional Award for his outstanding work and innovation on the M777 Howitzers at 2 RCHA. During the M777 Buffer Retrofit Project, Cpl Langlois recommended a new procedure which reduced the time to disassemble and reassemble the howitzers from twenty four

to eight hours. Cpl Langlois also designed and manufactured multiple M777 specialty tools which prevented damage and facilitated the removal of parts. These tools and procedures have been adopted by the LCMM and are now used in weapons shops across the Canadian Army. Through his professional competency and dedication, Cpl Langlois has improved the repair process of the M777 Howitzer and brought great credit to the Corps of RCEME as a whole.

RCAF/RCN REGIONS

Sgt M. Morrison

Sgt Morrison is awarded the Director RCEME RCAF/RCN Regional Award for his outstanding leadership, perseverance, and dedication to mission success. 4 Wing RCEME faced highly unusual weather conditions, severe manpower fluctuations, and greatly increased tempo due to Op IMPACT. To overcome these obstacles, he successfully implemented creative solutions and led an aggressive drive for rapid repairs to maintain local operations and airlift into Theatre. Regardless of adversity or tempo, without fail, Sergeant Morrison consistently supported his troops, maintained positive attitude and projected the RCEME spirit of By Skill and By Fighting.

QUEBEC REGION

MCpl D.J.R.G. Roy

MCpl Roy is awarded the Director RCEME Quebec Regional Award in recognition of his outstanding accomplishments. During the year, MCpl Roy stood out with his exceptional involvement in the training of technicians of the Corps of RCEME. His initiatives, including the publication of a bulletin called l'Enclos Technique, are quite remarkable and greatly influence our technicians towards improving their performance. He is an example for all to follow and an important part of the development of our future tradesmen. His achievements and initiatives have a direct impact upon the reputation and pride of the Corps of RCEME.



Director RCME's Coin of Excellence

COIN #68 ET #69 - ROGER BARBEAU AND MCPL ROY

For their outstanding involvement in the training of RCME technicians. Since joining training platoon in 2010, they have made an enormous contribution to improving the procedures for validating vehicle technicians. Through their dedication, visionary ideas and high level of technical knowledge, they succeeded in developing several training aids to increase and maintain the level of knowledge of our current and future technicians.



COIN #70 - WO GRENON

For his outstanding dedication, but also for his important daily mentoring role with the units ETQMS as well as with 5 Brigade HQ staff. Through his proactive approach and tremendous energy, he not only tackled challenges, but also played an influential part in increasing the efficiency of all 5 Brigade maintenance managers responsible for operations and procedures.



COIN #71 - SGT PADDOCK

For his dedication, innovation, and commitment to his troops in Worthington Tank Park. It is due to his dedication that RCME technicians in 5 CDSB Gagetown were able to repair as far forward as possible, providing responsive maintenance support to countless Combat Training Centre courses and lodger unit exercises.



COIN #72 - CPL CHANDA-TREMBLAY

For his outstanding involvement and professionalism, which he demonstrated while managing both the small engine section and the tool crib of 5 Field Ambulance. In addition, with his visionary ideas and high level of technical knowledge, he succeeded in making the container more efficient and ergonomic for use during future deployments. Cpl Chanda-Tremblay is a model for his peers and a key player in the 5 Field Ambulance maint section.



COIN #73 - ANNIE A.-BÉLANGER

Annie A.-Belanger is a key person in several RCME activities, and it is especially because of her communication skills, professionalism and unsurpassed abilities that she is able to juggle numerous challenges at the same time and publish the RCME Journal year after year. As editor, graphic designer and journal distributor, she works unstintingly and with determination to produce articles of outstanding quality for all Corps members. The Corps wishes to highlight her work, which boosts the morale and esprit de corps of all members for The Corps of RCME from coast to coast.



COIN #74 - SGT BOUFFARD

By identifying that section level administration business practices and basic workflow was sub-par and hindering production, Sgt Bouffard took a proactive approach by engaging all his subordinates/civilian staff and implemented practices that set the standard for all maint sections in RCME flight to emulate. He displayed outstanding initiative and perseverance by ensuring that 17 Wg's extensive blue fleet and SMP backlog was identified, tracked and repaired during rigid fiscal restraints. This achievement, despite manning issues that impacted RCME Flight due to multiple CAF MSE deployments, was nothing less than remarkable. Sgt Bouffard is a leader who exemplifies all the characteristics of a solid leader.



COIN #75 - MCPL PLOURDE

For his dedication, high degree of professionalism, exemplary selflessness, and dedication to his community and to the 5th Light Royal Canadian Artillery. He is highly dedicated to his day to day work and involved with the community; he puts body and soul into everything he undertakes and he is thus successful in all of his endeavours.



COIN #76 - MAJ (RET'D) L'ITALIEN

For his major role in transforming the RCME Museum project from vision to reality. Major (ret'd) Litalien's counsel and active participation in securing accreditation and funding for the RCME Museum ensured the project's success.





Director RCME's Coin of Excellence

COIN #77 AND #78- CPL LEWIS AND MCPL BLOUNT

MCpl Lewis and MCpl Blount planned and executed the 2014 Western RCME Show and Shine Car Show, raising \$15,000 for the Stollery Children's Hospital Foundation. Their outstanding leadership, professionalism, work ethic and dedication ensured the success of this important community relations event, improving the visibility of RCME Car Show and Shine in the Edmonton region.



COIN #79 - SGT PION

Sgt Tommy Pion is a highly motivated and determined leader and a role model and mentor for many people. A proud representative of The Corps of RCME, Sgt Pion is receiving the coin of excellence today from the RCME Corps Director for his outstanding performance and boundless dedication.



COIN #80 - WO PELLETIER

WO Mathieu Pelletier continually strives for excellence and does not avoid challenges. WO Pelletier received the coin of excellence for his unstinting work and unsurpassed technical knowledge, which have made a significant contribution to the success of Regiment operations.



COIN #81 - CPL MACLEOD

For exceptional service to 1 Canadian Field Hospital and The Corps of RCME.. His actions resulted in exceptional contributions that were vital to the success of the unit's Maintenance Program for the Canadian Armed Forces. Cpl Macleod exemplified RCME values by striving for excellence. His conduct and dedication to service is in keeping with the finest traditions of "Arte et Marte".



COIN #82 - SGT IRVIN

For his exceptional dedication, leadership and professionalism in his role as 4 Cdn Div DRMIS SME. His incredible mentoring and coaching abilities allowed for continued advancement of DRMIS capabilities as our system of records for the future. Sgt Irvin embodies the principles of dedication and loyalty in all he does.



COIN #83 - MCPL WOLF FROM

For his tremendous leadership coupled with superior dedication while employed as the Maintenance Company Assistant Planer in 2 Svc Bn. MCpl Wolf from is a highly focused technician with tireless work ethic and is instrumental to the successful completion of all tasks. His conduct epitomizes the tenants of The Corps of RCME.



COIN #84 - MCPL VAILLANCOURT

For his outstanding and exceptional leadership and dedication during Exercises SPARTAN BEAR while employed as both the IC Mat Sect and team lead for Maintenance support staff. MCpl Vaillancourt is a highly dedicated soldier and leader who demands the best from himself and those under his supervision. He exhibits a tireless work ethic and a "can-do" attitude at all times. MCpl Vaillancourt consistently conducts himself in a manner that exemplifies the values of The Corps of RCME.



COIN #85 - WO PIPKE

For dedication and unquestionable loyalty which exemplifies the values and ethics of The Corps of RCME while employed within Maint Section, LSS, CFB Kingston. WO Pipke is a highly dedicated soldier who continually provides tremendous support to LSS Maint. He demonstrates a willingness to take on extra duties and has an unquestionable drive to successfully complete them regardless of his workload. He conducts himself in such a manner that inspires his subordinates and peers.



COIN #86 - JERRY D. ROY

Through his many years with 2 Service Battalion, Mr Roy has consistently outperformed all expectations in his secondary duty as the Battalion Radiation Safety Officer. His work has garnered the personal thanks of Director General Fire and Nuclear Safety. In addition, Mr. Roy has taken the time to thoroughly explain the dangers of radiation to not only the primary audience of young DP1.2 EO Technicians who will be working with radiation sources, but to the Service Battalion as a whole. Mr. Roy represents The Corps of RCME extremely well; he displays a true sense of duty and upmost regard to ensure the unit and RCME Technicians have the necessary knowledge to remain safe.





Director RCCEM's Coin of Excellence

COIN #87 – MCPL FORTIN

For his outstanding dedication to The Corps of RCCEM and the Materials Technician Trade. MCpl Fortin's ingenuity and exceptional attention to detail has enabled significant changes to the Materials Technician training program. MCpl Fortin was instrumental in the initial review and design stage of the OJT requirements within the MEMS program for the tracking of OJT students. Through sound advice, he has enabled the Chain of Command to implement changes to the OJT Materials Technician training cycle.



support of the LAV UP project, the LAV UP maintenance pilot course and his dedication and leadership while mentoring RCCEM technicians.



COIN #89 – CAPT DZEOBA

For his outstanding level of dedication to the Corps of RCCEM. His stewardship, supervision of the execution of programs and financial management of the various NPP programs of the Corps, the RCCEM Officers' Fund and the RCCEM Guild and Charitable Trust, has had a direct and positive impact on the morale of over 3600 serving and retired members of The Corps of RCCEM.



COIN #88 – SGT DIOTTE

For his continual display of outstanding trade knowledge in

RCCEM Corps Fund Bursary



From left to right: Proud mother, Sgt Nathalie Jacques, recipient, Miss Patricia Northorp, RCCEM Corps SM, CWO Dany Dubuc and proud father, MWO Kevin Northorp.

2015 BURSARY WINNERS:

- Taylor Gervais
- Lori Baril-Mailhot
- Cameron George
- Michel Léger
- Adam Dencsak
- Patricia Northorp
- Miranda Hill
- Megan Fields
- Tyra Beaumont
- Jessica Viau

Each year, ten bursaries are awarded to deserving immediate family members which includes the spouse or common-law partner, children of the member or those of his/her spouse or common-law partner. This one-time cash award of \$750 can be used at the discretion of the recipient to help further their post-secondary education. If you are a member of the RCCEM Corps Fund and you have been a member in good standing for at least one full year prior to application, then please encourage any immediate family member who is pursuing post-secondary education to apply. Further details can be found on our RCCEM Corps Website, by contacting your area reps or by contacting the RCCEM Corps Adjutant.

Last Call

Dany Lamontagne	16 Sept 2015
Denis Bertholet	14 Sept 2015
CWO (ret'd) Dave Stephenson	27 Aug 2015
LCol (ret'd) Don Tiller	9 July 2015
Leo John Thorne	26 June 2015

Frank James Poley	13 June 2015
Jeffrey Lloyd Lowe	5 June 2015
John Milner Cossaboom	25 May 2015
CWO (ret'd) Wendell Cyril Myatt	23 May 2015
Maj (ret'd) Frederick George Legg	24 Apr 2015
Ronald John Thompson	17 Apr 2015

Gilles Prévost	16 Apr 2015
Calvin Dale Greenley	16 Apr 2015
James Wilbur Tompkins	4 Mar 2015
Donald Farquhar Hilchie	25 Feb 2015
WO (ret'd) M. 'Iron Mike' Garagan	20 Feb 2015
Sgt (ret'd) W. Simpson Milton	8 Feb 2015

RCEME Corps Governance 2015

RCEME COUNCIL



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BGen N. Eldaoud



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CWO M. Tremblay

