



# EME Journal

Issue 1/2005

The Magazine of the Electrical and Mechanical Engineering Branch

*The workshops...*



*...an EME Branch Tradition*

## Words from the Managing Editor

By: Colonel D. L. Wingert

The EME Journal is the magazine of the Electrical and Mechanical Engineering Branch; now published at 202 WD under the terms of reference of the EME Branch Fund and the EME Branch Adviser. The publication is addressed to all members of the Branch, retired, active and reservists. It aims to support the diffusion of professional information, the exchange of opinions and ideas, the sharing of experiences, the communication of news on the personnel and the promotion of the EME Branch.

This edition marks a historical turning point with regards to the management of our EME Journal. It is with pride that 202 WD will produce the future editions of our Journal; a symbol of unity and fraternity within the Branch. Our highest priority for the EME Journal is that it will continue to represent all of our tradesmen/women within the Branch anywhere in the world.

# EME Journal

The Magazine of the Electrical and Mechanical Engineering Branch



Branch Formation: 15 May 1944  
Branch Motto: Arte et Marte  
Branch Patron Saint: Saint Jean de Brébeuf  
Branch Colonel Commandant: Colonel (retired) J.G.G. Nappert, CD  
Branch Advisor: Colonel J.C.M. Giguère, CD  
Branch Chief Warrant Officer: Chief Warrant Officer A.C. Dalcourt, CD

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*Past Colonel Commandant  
The Electrical and Mechanical  
Engineering Branch*



*l'ancien Colonel Commandant  
de la Branche du Génie  
électrique et mécanique*

From Col M.C. Johnston, MSM, CD

2097 Navaho Drive  
Ottawa ON K2C 0V3  
December 1, 2004

Dear Peter,

Last Friday I received my Meritorious Service Medal from the Governor-General. The ceremony, reception, opportunity of meeting a wide range of Canadian achievers, lunch and tour of the rooms at Rideau Hall were both impressive and enjoyable.

I was pleased, as were other recipients, to see such a large number of supporters and sponsors in attendance at this function. For me this included, amongst others, Colonel Alex Patch and his wife, Janet, Senator Joseph Day, General Rick Hillier and Corporal Fred Davis, an EME Vehicle Technician from Petawawa whose mother was an award recipient for her work in leading breast cancer support among First Nation women. They made us, the award recipients, feel that it was, as the Governor-General noted in her opening speech at the ceremony, "Worthwhile what we did".

As I have discovered since you phoned me with the news of the award, you, the EME Branch, the Chief of the Land staff, his staff and a host of others have worked long, hard and persistently to get this recognition for me for my service as the EME Colonel Commandant. I talked for a few minutes with General Hillier after the ceremony and expressed those sentiments to him personally. I would like you and all of the others to accept my heartfelt thanks for that effort. More importantly, I might add, this award to me, the first time to an "honorary", reflects the high value placed on maintaining and promoting the esprit de corps of our service men and women - and that pleases me no end.

During the reception Colonel Peter Devlin made it a point of expressing his appreciation of the high level of support by EME soldiers in Afghanistan. Their efforts to keep equipment operational, he noted, were a major factor in the success of the mission. I accepted his thanks on behalf of the Branch and told him that I would pass them along to the Branch.

For Joan and I the day was a perfect conclusion to our 43 years of active military life.

Arte et Marte,

*Murray*

Brigadier-General P.J. Holt, OMM, CD  
Director General Land Engineering Program Management  
National Defence Headquarters  
Louis St-Laurent Building  
Ottawa ON K1A 0K2





## Branch Advisor's Message

By: Col J.C.M. Giguère, EME Branch Advisor



"There is nothing more difficult to carry out, nor more dangerous to handle, than to initiate new order of things."  
Machiaveli

Thus, we find ourselves in the middle of Army Transformation. The question is "What does this mean for our Branch?" We must all continue to ask ourselves this question, so that we can remain relevant to the elements that we support.

Army Support Restructure (ASR). During Army Council, 1-4 Nov 2004, Chief Land Staff (CLS) approved Director Land Service Support's (DLSS) recommendation to restructure Svc Bns and GS Bns into Support (Sp) Bns under the ASGs. The Sp Bns will become the centre of mass for CSS force generation. A CSS HQ will be retained in the CMBG. Formed support elements will move from Sp Bn to the brigade when required. Unit Integral Support (IS) will be reduced to the critical mass necessary to provide only support and training. The Sp Bns will be responsible to force generate both Forward Support Groups (FSG) and IS augmentation in accordance with the Army's Managed Readiness Framework. The Reserve Svc Bns will continue to augment the CSS organizations in their area. A Reserve Svc Bn will be based upon a minimum of three mission elements: the Svc Bn HQ and between two to five composite companies. Each Area will be required to stand up an Area Reserve Training

Coordination Cell to ensure that reservists are provided the opportunity for OJT and continuation training. All Reg Force Svc Bns will come under the ASGs starting Summer 2004. 5 GBMC will be the first to re-structure, followed by 2 CMBG then 1 CMBG. The transition should be completed by Summer/Fall 2006. It is my intent to involve the Branch CWO (CWO Dalcourt), and other EME NCMs in all Areas, in the review of the Master Implementation Plan (MIP), so that the LEMS perspective is not lost.

Whole Fleet Management (WFM). The Army will implement a WFM process, commencing Oct 2004, which will divide vehicle resources and equipment into operational and training stocks and establish proper control procedures and mechanisms to manage the resources on a daily basis. The following assumptions have been made as WFM moves forward: deployed vehicles and equipment are part of the Op Stock; Op Stock planning quantities are two task forces, based on Op APOLLO and Op ATHENA holdings; Log Stock planning quantities are based on 10% of all Army holdings of vehicles and trailers; and Training Stocks shall include the CMTC Suites (Live Fire Suite as well as Unit Training Suite).

Military Occupational Structure Analysis, Redesign, and Tailoring (MOSART). MOSART is now a Target Area of Interest (TAI) for the Branch. This project will assist the Branch in modernizing our EME Branch occupations to meet current operating requirements using current HR Policies & Management Practices and align them for transformational activities

using broader career fields. To this end, we have been tasked to provide MOSART with the following Subject Matter Experts (SMEs) starting APS 05: one EME Maj and one MWO/CWO per NCM occupation. These SMEs will be posted to MOSART for one year to conduct a functional analysis. The SMEs will need a good understanding of the operational imperatives, occupational requirements, the training system and the HR system. It is also critical that these SMEs understand issues related to army transformation.

ASR, WFM, and MOSART are just three of many key initiatives that we are monitoring very closely to determine the impact on LEMS and the EME Branch. All of these initiatives and others are being tracked through our EME Campaign Plan, which my staff is working on continuously. It is my intent to use your collective experience during focus sessions at the next Bluebell conference to further the process. Some of these issues will also be looked at by the LEMS WG and the CWOs WG. Together as a Branch, we can be there at the right time and with the right resources to ensure that the Army, as well as the other environments, have the necessary support to accomplish their purpose as they transform.

The EME Branch has always distinguished itself by embracing change, participating actively in its elaboration and coming out stronger. History is about to repeat!

## 12<sup>e</sup> Régiment blindé du Canada

By: Mcpl M. Lapointe, 12 RBC

The maintenance rear-guard of 12<sup>e</sup> Régiment blindé du Canada (12 RBC) was formed during operations ATHENA (Roto1 in Afghanistan) and PALLADIUM (Roto14 in the former Yugoslavia), supported by squadrons D and A respectively. The team, tasked with meeting the needs of 12 RBC, consisted of 33 military technicians and five civilian technicians from A, D and CS squadrons. Squadron B, still a separate entity, would once again be asked to join the rear-guard. One final daunting challenge, Exercise "CASTOR ARDENT", still awaited this battle squadron, composed of sixteen Leopard C2 tanks and a highly experienced echelon.

Starting in January 2004, the rear-guard completed a wide range of tasks. The time had arrived for the annual corrosion project for all wheeled vehicles and trailers. These had to be repaired and put in optimum condition before being delivered to the anti-rust specialists. At the same time, 12 RBC had become the nerve centre of a mega-project for making urgent modifications to all Brigade Coyotes. Two months later, signs of spring had appeared, and the fleet was ready and operational thanks to effective co-ordination between Acting Quarter-Master Sergeant Technical Support (QMSTS) WO Rioux, four civilian technicians from General Dynamics and yours truly. The rear-guard, made up of A, D and CS squadrons, quickly got busy restructuring and redistributing the Coyotes and LAV III's to the units in need, which included Wainright, Petawawa and Gagetown. Along with this support came the responsibility of delivering vehicle support to the cadets and completing the project to modify CP boxes. As for

Squadron B, they were in the final stages of preparing for the major Exercise to train its three troops to join the augmentation of 1 R22R, which would conclude with a Combat Team Commander's Course at Gagetown from March 30<sup>th</sup> to May 21<sup>st</sup> 2004. The Squadron B maintenance troop put its shoulder to the wheel, using the Taurus to get the fleet in shape and fulfil the operational directives issued by an uncompromising battle captain. Thanks to several days' overtime and the team's sustained efforts, we achieved and maintained the required level of operational readiness.

Finally the summer leave season arrived, which thankfully allowed us to rest and recover from all the work we had done. On our return from leave, we found it was almost time for routine inspections and repairs and then for the annual qualifying examinations for Individual Battle Task Standards (IBTS). A, B and D squadrons were in immediate need of a vehicle overhaul to meet the requirements of the new tasks assigned Squadron B, which had become a reconnaissance element. Gradually, the technicians who had been

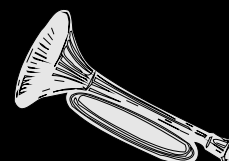
on deployment rejoined the regiment, some with feelings of nostalgia and others with joy. The rear-guard nonetheless welcomed them with open arms. I should mention here that the Leopards have completed their last tour with 12 RBC. From now on, one of these behemoths, placed as a monument before the doors of 12 RBC, will stand guard over the regiment. The amazing team spirit and professionalism of the military and civilian technicians from the different squadrons was undoubtedly instrumental to the success of the rear-guard.



Left to right (Squadron B personnel): Cpl Konya, Cpl Pelletier, Cpl Diotte, Cplc Beaulieu, Cpl Sévigny, MCpl Gagnon and Sgt Grenier.



### LAST POST



**Major William Smiley**

4 December 2004

Officer Commanding Maintenance Company 3<sup>rd</sup> Area Support Group - Gagetown

**Sergeant (Retired) Foye "Joe" Crowell**

26 November 2004

Sergeant Crowell was one of the original RCME in WW2. He was stationed in London, ON.; Soest, Germany 55-57; RCME School 58-60. Joe retired in 1960 and remained in Kingston.

## TAV Team add-on armour Kabul Afghanistan

By: CWO J.R.A. Jolivet, ADM (Mat) DSVPM

In January of 2004 a Technical Assistance Visit was deployed to Camp Julien Kabul Afghanistan to install armour protection, mine blast protection and air conditioning kits on a total of 84 vehicles (B fleet).

The OPI (Office of primary interest) was DSVPM 3 and the team leader appointed to the project was CWO Jolivet LCMM for HLVW fleet.

A team of 18 military personnel was required to complete the task expected

to begin 25 February 04 and end 17 April 04. The team members included:

- 1 X CWO Veh Tech 411 as team leader
- 2 X Sgt Veh Tech 411 as section leaders
- 2 XMcppl Veh Tech 411 with Air conditioning experience and
- 13 X Cpl Pte any trade

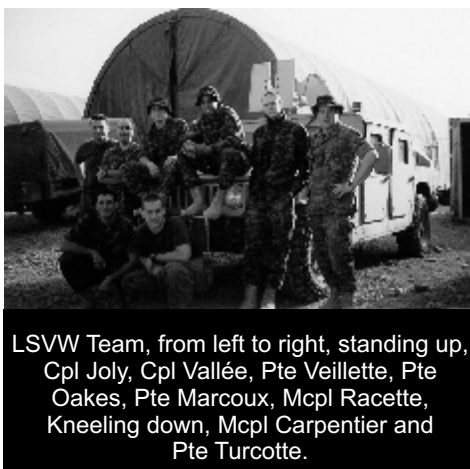
The tasking for the personnel was issued to SQFT early in January requesting that the personnel report to

ASU Montreal for a one week training session prior to deployment in the theatre to do the installation. The training was very successful and the team was ready to deploy on time.

The team was scheduled to depart ASU Montréal on 23 February at 13h00, but at the last minute one of the team member had to withdraw for personal reasons. With quick reaction by the team leader, a replacement was called from the 4 person spares list to pack up his gear and be at the bus within an hour. Two hours later the bus (school bus type) departed from Montréal to CFB Trenton for our mission in Kabul Afghanistan. Three days later we finally landed at KIA (Kabul International Airport) en route to Camp Julien. Upon arrival at Camp Julien the team received all the necessary briefing, camp rules, camp discipline etc.



TAV Team with EME Flag in Kabul Afghanistan.



LSVW Team, from left to right, standing up, Cpl Joly, Cpl Vallée, Pte Veillette, Pte Oakes, Pte Marcoux, Mcpl Racette, Kneeling down, Mcpl Carpentier and Pte Turcotte.



HLVW Team, from left to right: Mdr Bergeron, Cpl Homerstone, Sgt Tremblay, Cpl Côté, Cpl Breault and Cpl Petitclerc.



Tool Crib crew  
From left to right: Sgt Murphy, Cpl Desfossé and Pte Kaddah.

We knew that the schedule was going to be very tight, 45 days to do 84 vehicles. The estimated time to do one vehicle is 18 Man/hrs. The working hours were from 07:00 in the morning until 19:00 at night seven days a week

## TAV Team add-on armour - Kabul Afghanistan (continued)

due to a blackout light discipline at Camp Julien. Our sea container that contained all of the special tooling plus nuts, bolts and spare parts arrived four days later. In the meantime, we managed to borrow tools from the maintenance section to start stripping the first vehicles.

schedule, the moral was very good. I particularly want to thank the Maint O Capt Gagnon and the ETQMS MWO Levesque in Camp Julien for putting up with the TAV Team and sharing their working space to accommodate the TAV Team. Also, special thanks to DSVPM 3 personnel Mr John Stewart,



This picture was sent via e-mail to the father of Pte Veillette to wish him all the best after he was struck by a severe heart attack.

Everything went as planned with the exception that the Task Force Kabul wanted to have an extra four LSVW vehicles equipped with the add-on armour. This additional requirement called for more working days and additional planning but the work was completed within the authorized time frame.

### Job well done

Overall the tasking went well, even with long working hours and a seven days a week work

Mr Ramesh Amrud and Mr Mike Paradis for their support, before, during and after this project.

### TAV Team Selection

**CWO Jolivet (Bob)** Veh Tech 411,  
TAV team Leader, DSVPM Ottawa  
**SGT Murphy (Brian)** Veh Tech 411,  
2 I/C, 14 Svc Bn Calgary  
**SGT Tremblay (Danny)** Veh Tech 411,  
HLVW team leader, 5 RALC Valcartier  
**Mcpl Carpentier (Pascal)** Veh Tech 411,  
LSVW team leader, 202 Wksp depot  
**Mcpl Racette (Daniel)** Veh Tech 411,  
RALC Valcartier  
**Mbdr Bergeron (Bombo)**  
2Fd Reg, Montreal  
**Cpl Desfossé (Cowboy)**  
5 RALC Valcartier  
**Cpl Homerston (Dave)** Veh Tech 411,  
5 GS Bn Valcartier  
**Cpl Joly (Pat)** Veh Tech 411,  
5 GS Bn Valcartier  
**Cpl Peticlerc (Vic)**  
Les Voltigeurs de Québec  
**Cpl Côté (Rolex)** 2 RCA Montréal  
**Cpl Breault (Guidoune)** 2 RCA Montréal  
**Cpl Vallée (Martin)** Reg de la Chaudière  
**Pte Oakes (James)** 2 RCA Montréal  
**Pte Kakkah (Chef)** 2 RCA Montréal  
**Pte Marcoux (Sharp)** 1 R22eR Valcartier  
**Pte Turcotte (Fred)** 1 R22eR Valcartier  
**Pte Veillette (Jos)** 1 R22eR Valcartier



# AST : The army scaling tool simplifies the production of repair parts scales

By: CWO A.E. (Art) Rest (retired)

I suspect most EME Journal readers already know that Repair Parts management is an EME responsibility. This has been the case since RCME was formed in 1944. Many, like yours truly have been involved in scaling activities in an attempt to ensure that the right parts, in the right quantity are at the right location to support EME repair activities. It is a complex task that requires input from a wide variety of sources to ensure any degree of accuracy.

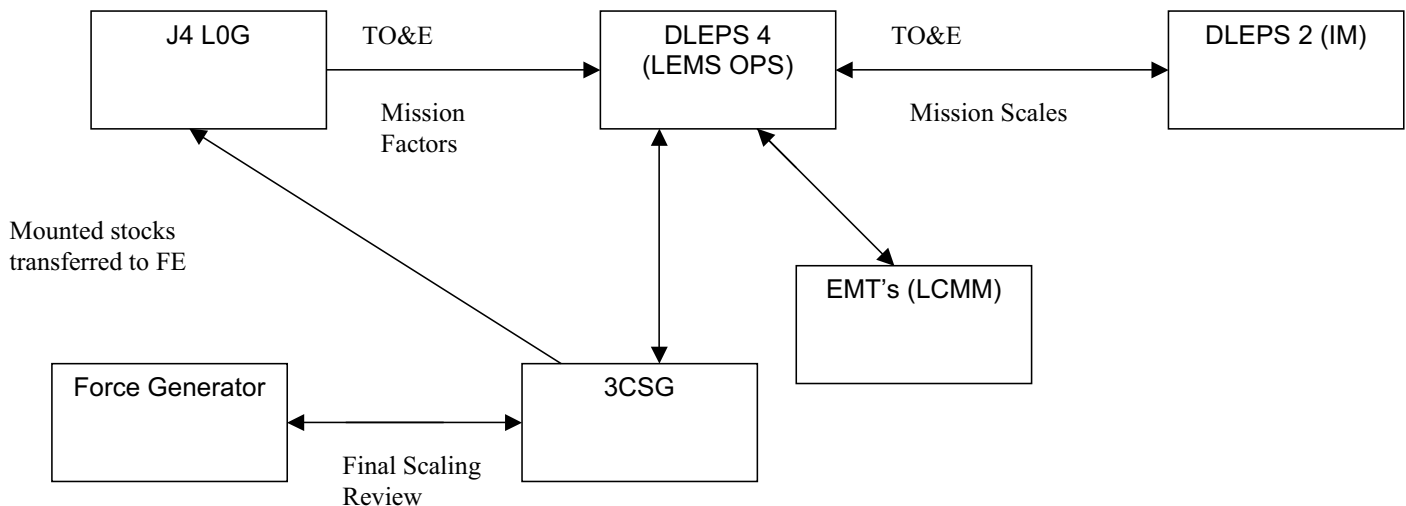
AST (Army Scaling Tool) is an interim web-based application that was

developed by DLESS 2 (now DLEPS 2-6) to specifications provided by DLERM 4 (now DLEPS 4). The application's primary function is to generate Repair Parts Scales for any combination of land equipment that is supported by Equipment Support Lists (ESLs). AST was developed to speed up production of Mission Parts Scales, reduce the level of personnel resources expended in scaling activities and improve the accuracy of the finished product.

Scaling for a mission starts when J4 Log sends the TO & E to DLEPS 4. The TO & E contains a complete list of the

types of equipment required for the mission and the quantities for each type. This document is reviewed by DLEPS 4 and then passed to DLEPS 2-6. This is the point where AST starts to earn its keep. The draft scales are initiated by entering the equipment information from the TO& E into a project in AST. Work that used to require several days of effort by experienced scalers can now be completed by one person, who does not require knowledge of the equipment, in a matter of hours. When the information for an equipment or a

## Mission Scaling Process



### Acronyms

**TO&E** - Table of Organization and Equipment  
**COO** - Concept of Operations  
**FE** - Force Employers  
**DLEPS** - (Formerly DLESS or DLERM) Director Land Equipment Program Staff  
**LEMS** - Land Engineering Maintenance System  
**IMT** Information Management Technology

### Mission Factors

Theatre  
COO  
Sustainment COO  
Combat Intensity  
Environment  
Misc/ Issues



## AST : The army scaling tool simplifies the production of repair parts scales (continued)

complete family of vehicles (FOV) has been entered, the user clicks on the submit button to generate the scale. AST imports a complete list of repair parts from the Equipment Management Information System (EMIS) database, reads the Essentiality Code (EC) for each part, compares it to usage data imported from the PlannExpert® data warehouse and lists the quantities required for Integral (first line), Close and General (both second line) support maintenance tasks. The EC is required to ensure that parts whose failure would render equipment unserviceable (example a firing pin for a weapon) are included even if there is no supporting usage data from PlannExpert® data warehouse. The draft scales are saved within AST. They can also be exported into MS-Excel or MS-Access.

The next step in the scaling process is performed by the LCMMs from all of the EMTs that have equipment identified by the draft scales. They review the scales and adjust the quantities based on known or emerging failure trends, the mission factors and may add additional parts that they feel must be scaled for the mission. The effort expended in this phase has also been significantly reduced due to the improved accuracy gained by using PlannExpert® usage data as a factor for generating repair parts quantities.

When the EMTs have completed their reviews, DLEPS 4 reviews the mission scales, compares them to any similar scales from previous operations and

negotiates amendments with the EMTs if required. The scales are exported into MS-Excel or MS-Access format and sent to 3 CSG for final review with the Force Generator (Army formation tasked to provide the force required to mount the mission). When this review has been completed, the scales are adjusted if required and the repair parts are assembled by 3 CSG for shipment to the Force Employer (or as we know it, the deployed formation).

The ability to generate scales with a web based application has allowed DGLEPM to react rapidly to the initial scaling task and to cope readily with any amendments to the TO &E, changes in the Sustainment COO, or any other mission factors that directly impact maintenance operations in the theatre. The ability to react rapidly to change is critical. The TO&E may be adjusted several times during mission mounting activities with final changes occurring as a result of information provided by the Mission Advance Party. Accuracy has been substantially improved by the ability to use PlannExpert® data, adjust for mission factors and take advantage of the lessons learned from scales produced for previous operations. The AST has proven itself during the mounting of Op Athena (Afghanistan) and Op Halo (Haiti), reducing turnaround time from pers-months of effort, to just under a week for the entire process.

So where do we go from here? As you may have noted, AST is an interim solution. The long-term aim is to integrate the scaling process into MASIS. DGLEPM is currently expending a major effort in this area, and I for one feel that this is the way to go. AST is currently restricted to use within DGLEPM and likely to stay that way. The application does not have sufficient constraints in place to open it up for outside use. MASIS on the other hand can be set up to ensure that existing data can not be modified by any user that does not have authority within his or her user profile.

Finally, the scaling process requires accurate data to generate accurate scales. You can help by:

- Ensuring that the information you provide for or enter through PlannExpert® is accurate;
- Ensuring that equipment failures are correctly identified and submitted to the supporting LCMM without delay and;
- Making informed recommendations if you are asked to contribute to the final review of scales passed to your unit or formation by 3 CSG.

## Task at Standstead Legion

By: WO J.R.R.H. Savard

To celebrate its 60th anniversary and to mark the liberation of Europe, the Electrical and Mechanical Engineering (EME) branch proposed the implementation of a Canada-wide restoration project of military memorials erected over the years by Canadians to commemorate the sacrifice made by our ancestors during the Second World War. By being involved with different regional legions and museums, as well as regimental associations, the EME branch is carrying out its mission of sustaining the Canadian Forces land equipment inventory.



On behalf of the Canadian Forces, the EME branch has the duty to present to Canadians memorials in good condition. These memorials reflect the pride shown by today's soldiers towards their predecessors. Indeed, this meaningful gesture from the EME branch is consistent with its primary mission, to sustain military land equipment used in combat missions or displayed in public places to perpetuate posterity.

It was by coincidence that the Commanding Officer of 202 Workshop Depot received a letter from M. Paul

Durocher in October 2003 requesting maintenance services for a 1945 Sherman tank that was displayed in front of the Legion. In April 2004, I visited the Legion with Cpl Cordeau to provide an estimate of the resources required to meet this challenge. It was easy to see that three days would be necessary to sand, prime and paint the tank.

The vehicle was in need of a major "facelift". On the morning of 8 June 2004, we left (Cpl Cordeau, Dufault and myself) Montreal to go to Standstead with all the necessary equipment. We were shocked when we saw the vehicle and realized that the sandblasting job would be quite a task.

Two days were spent sanding and buffing the vehicle. On the morning of

10 June three modular sections covering the Sherman were removed. We then started applying the base coat. With favorable weather helping, the coat dried rapidly and we started the painting job right after lunch.

On 10 June 2004, our efforts were acknowledged as we dedicated the memorial along with Legion members. They were all very proud. Without our help, the tank would probably have ended up in a scrap yard. We received a warm welcome at the Legion and they even took our picture for their local Newspaper, "The Journal".

The mark of the 441 Material Technician is now forever engraved on the Standstead Legion Sherman. Job well done.

Arte & Marte



## LAV III's at 202 WD

By: Capt. Stéphan Ipperciel, Mechanical Process Leader

In the last few years, 202 Workshop Depot has repaired many types of wheeled vehicles, such as MLVWs, Grizzlies, Bisons and lately the Coyote, coming from or going to operational missions. Nevertheless, one type of vehicle was missing in our résumé, the LAV III, a modern vehicle at the cutting edge of technology. Finally, our efforts have now come to fruition.

We have just obtained an important contract to repair Coyotes and LAV IIIs coming back from operational missions in Bosnia (Op Percheron) and Afghanistan (Op Athena). The Coyote is a reconnaissance vehicle while the LAV III is a troop transporter. They are both used by combat arms and currently repaired at GDLS (General Defence Land Systems), the company that manufactured them and was previously known as GM Defence.

The project entails 1st and 2nd line repair of 16 Coyotes and 26 LAV IIIs between November 04 and September 05. This important workload will involve a dozen mechanics as well as roughly half a dozen weapons and FCS technicians.

An internal training program focused on theory has already been provided to all concerned employees who did not receive the qualification in Borden between 2000 and 2002. Additional hands-on

training was provided by GDLS during the last two months of 2004. We are presently receiving special tooling and test equipment re-assigned to us from formally deployed units in Bosnia. We expect that GDLS will play a very important knowledge transfer role during the repair of these vehicles. A team of GDLS technicians could come on site to administer and conduct on-demand technical support at the beginning of this project, possibly longer.

Our employees have proven, starting from a disadvantaged situation (new personnel, lack of qualification, etc.), that they could respond to challenging work in 2003 when answering efficiently for Op Athena tasks given a very short and aggressive time schedule. This same team, today even more homogenous, is ready to accept this enormous challenge and demonstrate that our technicians in the EME branch always accomplish

their tasks in a professional and exceptional manner.

This task will be a high visibility project which will generate a lot of interest. Its success will have a direct impact on our ability to obtain similar contracts for equipment returning from operational missions in the future.

202 WD is always ready to meet the challenge!



## War Graves Beautification

By: Mcpl B.J. Watson, SSM/A, CFSEME Borden

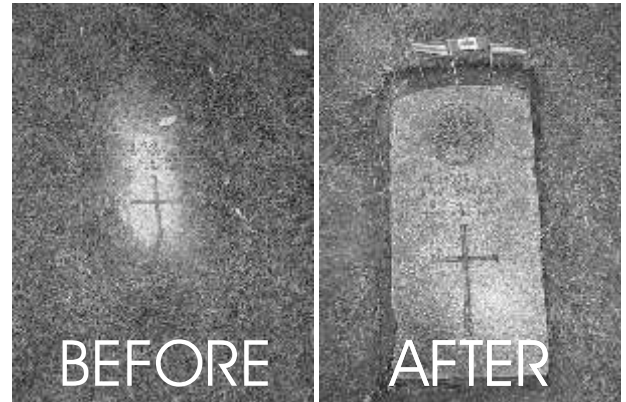
On 15 May 2004, the EME Branch celebrated its 60th Birthday with an Anniversary Parade at Lundy Parade Square. To further recognize our Anniversary, CFSEME decided to undertake the initiative to beautify the graves of our fallen Corps members. The team was led by MCpl Watson and consisted of Sgt Scott, MCpl Caouette and Pte Vesterguaard.

members of the Royal Canadian Ordnance Corp (RCOC) and the Royal Canadian Electrical Mechanical Engineering (RCEME) in Toronto, Orillia and Angus. Once identified, cemeteries were contacted and permission was granted to proceed with the

beautification project. Special permission was also required and granted from the Commonwealth War Graves Commission.

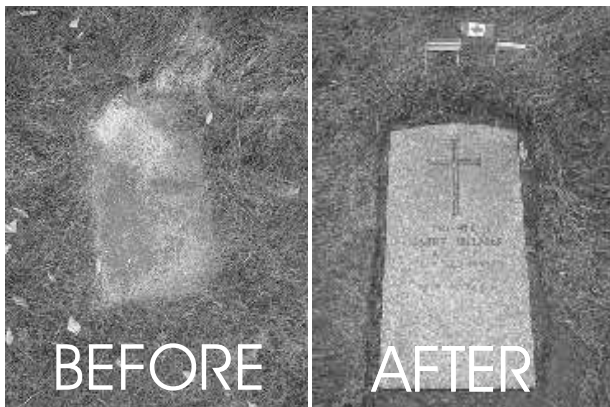
The team departed for Toronto on Friday, 15 October 2004. On that day, Mother Nature decided to facilitate the task by offering an eternal

supply of water to keep the team cool as they trimmed grass, pulled weeds, scrubbed headstones, raked leaves, edged around the flat stones and placed miniature EME, RCEME and Canadian flags at each site. It was obvious this process was overdue; some of the graves were in dire need of detailed care. The team completed the project with a visit to Angus and



Orillia cemeteries on Monday, 18 October 2004. This was a worthwhile and positive way to show the respect that our brethren deserve.

Units who wish to continue with this endeavor can obtain information on the location of fallen members (from their Corps) in their area by contacting the Commonwealth War Graves Commission at [cwgc-canada@vac-acc.gc.ca](mailto:cwgc-canada@vac-acc.gc.ca).



The process began with the identification of the gravesites of



From left to right: MCpl Watson, Pte Vesterguaard, Sgt Scott and MCpl Caouette.

## WATC Field Workshop support Country

By: Sgt Bob Dale, NCO I/C Training, WATC Field Workshop

Western Area Training Center's Field Workshop has received some unusual requests for support in the past, but the requests the workshop received on 26 July and 8 September, 2004 were unique.

Country and Western singer Paul Brandt and his fellow singers, Jason McCoy, Aaron Lines and George Canyon were shooting a video for the re-make of the song "Convoy" and they needed a location, army vehicles, and personnel to play the Illinois National Guard. This request was made to Western Area Training Center and the workshop was tasked with supplying 12 personnel. The call went out for volunteers and all positions were quickly filled with the majority coming from the weapons repair section.

The video took three days to shoot. Paul Brandt, the cast and crew could not say enough about the support they received from the workshop. Mr Joel Stewart, the director, could not get over the fact that he would give us fifteen minutes warning and ten minutes later we had our webbing on, were cammed up and awaiting orders. He asked me if we could teach his crew to meet timings. I replied that we could but that the crew would probably not like our methods.

Paul Brandt, his wife Liz and the other singers were easy to talk to and very approachable. Paul Brandt took the time to thank us by giving each of us a personalized autographed photo plus he took the time to have a photo taken with us maintainers.

The second request from Paul Brandt came on 8 September 04. He was hosting the Canadian Country Music Awards show in Edmonton on 13 September 2004. He planned to open the show with the song "Convoy". The call for volunteers went out again and again the workshop answered, supplying four of the fifteen positions. We marched on stage during the song and sang along with Paul and the other performers.

Brandt had shown up wearing a US Army Combat Engineer T-shirt. This was unacceptable for a man who sings a song entitled "Canadian Man!" At the post show party I told Paul that we have a saying in the forces, "Been there, done that, got the T-shirt," and I presented him with his own WATC Field Workshop T-Shirt. We also presented Jason McCoy, and George Canyon with their own WATC Field Workshop T-shirts.



28 July 2004 WATC Field Workshop Maintainers at the Video Shoot for the Song "Convoy". (L to R Standing) Pte Jen Galea (Base Supply), Cpl Tony Graham (Engineer), Pte Marc Charette (SPSS), Cpl Joseph St. Peter (Wpns), Mr Paul Brandt (singer), MCpl Tim Taylor (Wpns), Cpl Jamie Gillman (Wpns), Cfn Jason Laboucan (Veh) Cfn Brione Logan (Wpns) (L to R Kneeing) Sgt Bob Dale (Veh), Cpl Kurt Kuiper (Wpns), Cpl Alan Smith (Wpns)(18 SvcBn) Cpl Dave Lumbard (Wpns) Cpl Tim Franz (Veh).

Our invitation to participate included an invitation to the post show party, providing an opportunity to correct a fault we had noticed during our first meeting. During the video shoot Paul

Paul Brandt is a true Canadian Icon, and should the need for support ever arise again, his new friends and fans at WATC Field Workshop stand ready to answer the call.



## 2 R22<sup>°</sup>R Maintenance Platoon

By: Cpl Ducharme I/C section, LSVW/HLVW , Maint 2<sup>°</sup>R22<sup>°</sup>R

Greetings to everyone! Today I would like to talk about the 2 R22R Maintenance Platoon, about its past and its future.

The arrival of new technologically advanced LAV III vehicles was a great challenge for the platoon. With no technicians trained for this new technology, at the time, and a deployment to Bosnia planned in April 2002, integrating this new piece of equipment was a major task to undertake. An entire fleet of LAV III vehicles was due to be ready to replace the fleet that had been in service in the theatre of operations. The in theatre fleet was in bad shape due to the thousands of kilometres those vehicles had had to travel. The platoon personnel were able to overcome all difficulties encountered however, and were able to accomplish the required mission with few difficulties.

In the fall of 2003, we visited our American neighbours at Fort Drum for EX LION RESOLU. We went there in support of the validation of 1 R22R. This visit gave us the opportunity to train in a new environment that was quite different from either Gagetown or Valcartier. Maintenance Platoon found this opportunity to be both very interesting and an intense challenge.

Meanwhile the Battalion has begun rebuilding its effective strength and getting all equipment and resources back into shape. For the first time in two years, the platoon is fully staffed. Of course, there are always great challenges to overcome. Currently, we are preparing for EX GUERRIER AMBITIEUX in Gagetown.

The training that is planned for this period will serve to complete and validate the operational BTS 3 and 4 at the section and platoon levels as well as ensure that new drivers and newly qualified team leaders are also trained.



After celebrating the departure of our beloved Ittis, to make way for the new G Wagon, we were disappointed to have to re-inspect 25 Ittis for the Gagetown exercise as the new vehicles would not be ready on time. This job would certainly keep our technicians busy for a few hours!!



Let's not forget to point out the many Commanding Officer's challenges at the unit level in anticipation of winning his pennant. As usual, the maintenance platoon was

outstanding in these competitions! For example, on the last day of October, different events such as hurdles and the tug-of-war were held with two of our teams proudly representing the platoon. They won all of their tug-of-war matches, defeating the other Coys without much effort.

Also of note is that the platoon designation has been modified. "A" Coy, which owned the LAV III, is no longer mechanized but is now a light company. As such, the platoon will lose a MCpl with a Cpl replacing them in the near future.



Finally, the Maintenance Platoon's moral is at its best thanks to our social club committee called «Cheval Lié». This committee organizes sports and social activities on a regular basis, such as our Christmas traditional dinner.



## LFWATC Maintenance Workshop Prepares for CMTC

By: Capt Kevin Fitzpatrick, LFWATC Fd Wksp Maint O

The LFWATC Maintenance Workshop in Wainwright is currently undergoing a major face-lift as it prepares to support the Canadian Manoeuvre Training Centre (CMTC). The Workshop will soon see its fleet size grow from 300-600 (varies cyclically based on vehicle transfers for reserve training) to over 1300 vehicles. In April 2006, CMTC will run its first training serial with a Weapons Effects Simulation (WES) kitted Force that will hold an impressive array of the Army's most recent and ancient acquisitions.

Needless to say, the Maintenance Workshop is faced with a mountain of challenges in order to meet its expanded mandate. To name a few, the Workshop needs to acquire the logistics support for the fleets newly introduced to Wainwright (LAV III, COYOTE, TLAV, etc). It needs to expand into other buildings and develop maintenance capability into these. In the end it will need to be organized to maintain a fleet of 1000 vehicles that will experience no use for a large portion of a year and four very intense peaks of 28 days duration separated twice by a period of two weeks. The greatest challenge faced by the Maintenance team will be to perform its assigned mission within its limited infrastructure.

The current Maintenance Workshop (Bldg 619) was recently built in 1997 to serve a fleet primarily composed of commercial, soft-skin and some WLAV (Cougar, Grizzly, Bison). The workshop numbered approximately 68 personnel of which 25 are civilian employees. In April 2005, the Maintenance Workshop will officially become Area Support Unit (ASU) Wainwright Maintenance and will number approximately 160 personnel. The long

term plan (beyond 2007) for Maintenance is the addition to its current infrastructure to accommodate the additional personnel and equipment that will number close to one third of the Army's inventory. Until that time, as a temporary solution, the workshop was allocated additional buildings. The following is a quick synopsis of the planned support concept:

Bldg 619. The current Maintenance building will be used to perform all Ancillary work (excluding LCIS), all LFWATC IS and GS and CMTC GS vehicle maintenance. Some IS tracked vehicle maintenance will also be performed until more space becomes available elsewhere.

Bldg 233. This building will be used to perform IS chassis maintenance to CMTC's "A" wheeled fleet (approx 170 vehicles) and LCIS maintenance. The building's major limitation is the low ceiling that cannot accommodate any serious lift.

Bldg 231. This building is identical to Bldg 233 and will be used to perform IS maintenance to CMTC's "B" fleet.

Bldg 576. This building is currently used to store Log Stock and CMTC fleet Leopard Tanks and variants. An option is to convert this building's wash bays into tracked vehicle maintenance bays in which a portion of CMTC's fleet of about 80 tracked vehicles will be maintained. The bays currently have no air extraction system and do not meet fire code for vehicle maintenance. Lift will be executed by the use of an Armoured Recovery Vehicle.

In addition to the use of these buildings, the Workshop is hoping to receive a "Sprung" Shelter in which to store its increased scale of parts including engines and major assemblies.

In summary, the workshop is not deprived of work. The next milestone in the Maintenance Workshop's calendar is preparation for CMTC's contractor Site Acceptance Test (SAT) II in which 130 vehicles will be tested with WES equipment. So, if you are looking for employment opportunities and wish to experience the best that the Army has to offer, Wainwright may be your calling. Unfortunately, the Tim Horton's is not included.

## EME Bursery Recipient

By: Lt Proulx, 5 Field Workshop

On 23 September 2004, Ms. Caroline Richard received an academic scholarship from the Electrical and Mechanical Engineering (EME) Branch Fund. On this occasion, Lieutenant-Colonel St-Pierre, Commanding Officer of the 5 General Support Battalion, presented the \$500 scholarship to Ms. Richard. Caroline is the daughter of Chief Warrant Officer Richard, who is the CWO of the 5 Area Support Group (5 ASG). This scholarship will allow her to complete her third and last year of studies in orthotics techniques and prosthesis orthopedics at Collège Mérici in Québec City. To be eligible, candidates must obtain a minimum overall average of 80 per cent. CONGRATULATIONS Caroline!



From left to right - CWO Richard, CWO 5 ASG  
Mrs. Caroline Richard  
LCol St-Pierre, CO 5 GS BN

## Cpl (retired) Earl Hodge, CD - Branch Artist

By: MWO R.W. Huston, ASU Chilliwack, British Columbia

It has been years since Cpl (Ret'd) Earl Hodge has retired from the Canadian Forces but he is very active to this day with his artwork, which includes carvings, paintings and drawings. Cpl (Ret'd) Hodge has provided marvellous carvings and cartoon drawings of the RCME/EME world through his vision and his manipulation of the RCME horse, the chained globe and the lightning bolt. The EME members of our Branch have seen many of these artifacts throughout EME workshops. This article is intended to provide a biography, so that all EME members may appreciate his contribution to our proud heritage.

Cpl (Ret'd) Hodge was born in 1932 in Tynehead, Surrey BC. He spent his childhood days going to school in New Westminster until the age of 14, when he went north to the Interior of BC. He started his first career in the forest industry as a skidder man hauling logs out of the forest during the winter. Throughout the summer months, he worked at Gang Ranch and Douglas Lake Cattle Company as a ranch hand. He became interested in carving and his first works were with Bass Relief carving, which he entered in the Fall Fair in 1949 at Prince George, BC. He took first place and won \$1.00, which sparked his interest even more.

Believing that drafting would enhance his art ambitions, Cpl (Ret'd) Hodge decided to join the Canadian Army as a draftsman in 1951 at the tender age of 19. He completed his basic training and was waiting for his drafting course. In those days, if you were not busy, you

were found a job and in his case, it was washing dishes in the Officers' Mess. Cpl (Ret'd) Hodge decided at this point to forget about waiting 11 months for his course and volunteered to be a tank mechanic. He was sent off to Barriefield, ON (currently CFB Kingston) for his Group 1 course. Upon completing his course, he was sent to CFB Calgary Workshop and in 1952, he volunteered for a posting to the workshop in Wainwright. While employed there, his artist skills were put to good use in painting murals for the Mens' Canteen.

In 1953, Cpl (Ret'd) Hodge volunteered and was posted to 40 Infantry Brigade, serving with 41 Infantry Brigade and he found himself in Korea. There, he was in charge of the grease rack and the paint shop and he worked in the Vehicle Wheeled Section. During his time in Korea, Cpl (Ret'd) Hodge painted a Korean Wood Cutter that now hangs in the RCME Museum.

In 1954, Cpl (Ret'd) Hodge was posted to the LdSH (RC) where he stayed for three years. In 1955, Cpl (Ret'd) Hodge took his Group 3 course. He was again



on the move in 1957, with a posting to Petawawa. He joined the newly formed 4 Field Workshop that was deployed to Soest, Germany soon after his arrival. During his stay in Germany, Cpl (Ret'd) Hodge met an English woman named Barbara Passmore and they were married in 1959. Soon after, they were posted to Calgary, where he was sent to Fort Churchill and assisted in its closure in 1962. This closure period helped him progress further as an artist for he

## Cpl (retired) Earl Hodge, CD - Branch Artist (continued)

delved into various carvings, paintings and cartoons. He produced the Key to Fort Churchill in brass and aluminium, which was presented by the Minister of Northern Affairs to the Prime Minister during the closure ceremony. Cpl (Ret'd) Hodge also produced RCEME Badge carvings and the first RCEME cartoons of the EME horse, globe and lightning bolt that we see today throughout the different EME workshops.

In 1964, Cpl (Ret'd) Hodge was posted to Fort Chambly, Germany, where he was once again with 4 Field Workshop. He spent four years in Germany honing his skills before being posted to Gagetown in 1968. During his time there, he was commissioned by Brigadiers McAlpine and Hamilton to carve the CFB Gagetown Camp Badge. Along with the badge, he painted murals at the Combat Arms School, at the Mens' Mess and at the Sgts' & WOs' Mess. He was also commissioned by Oromocto Town Council to carve the Coat of Arms for the Council Chambers. He entered the Royal Canadian Mint competitions for the BC Centennial Dollar and the PEI Centennial Dollar designs, but was unsuccessful. Cpl (Ret'd) Hodge was a member of the Fredericton Society of Artists and he appeared on St John, NB television demonstrating his skills in carving and painting. He was successful in winning 1st and 2nd prize for imaginative wood carving and 3rd prize for oil painting at NB's Fall Fair Exhibition in 1971.

Cpl (Ret'd) Hodge was posted to 3 Field Squadron in Chilliwack in 1972 where he immediately joined the CFB Chilliwack Art Club. He became the president of the

Art Club and continued with his artwork that could be seen throughout the base. Many of these same works of art are still present today at ASU Chilliwack and 1 CER,

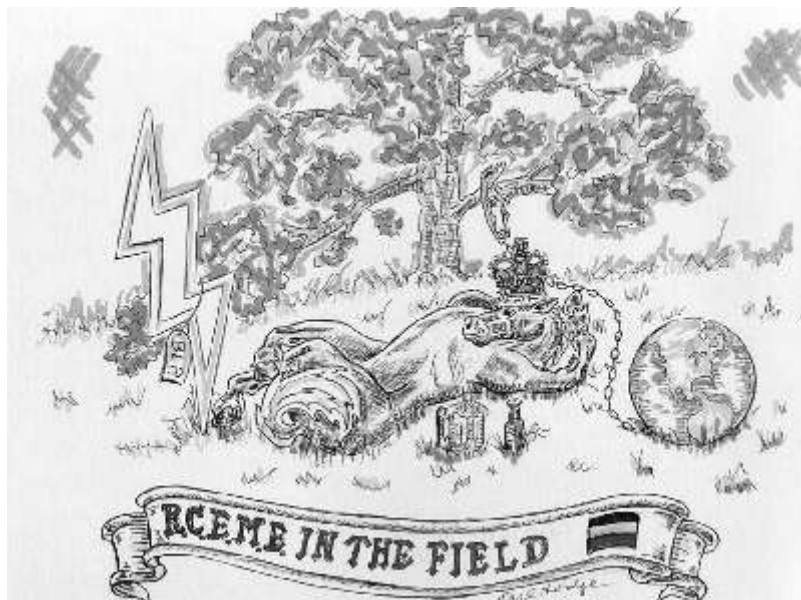
Edmonton. The wood carving of the ASU Chilliwack Symbol of Achievement, which was originally done for the Officers' Mess, now hangs in the ASU Chilliwack Combined

Mess. There was a series of carvings done for 1 CER depicting engineers at work that are still proudly displayed in their new home in Edmonton. There are also many other paintings and drawings that have been done for individuals over the years.

In 1984, Cpl (Ret'd) Hodge retired from the Canadian Forces in Chilliwack with 33 1/2 years service. Following his retirement, he remained a member of the ASU Chilliwack Art Club until its closure in 1997.

He continued to keep himself very busy in the realm of artwork despite the loss of the Art Club and has since been commissioned to carve the new ASU Badge, which is proudly displayed at the front entrance of the unit. He also has carved the EME Badge and the original RCEME Badge for ASU Maintenance

Section. These carvings are proudly displayed on the canteen wall along with his RCEME cartoons. He also created a new GEM/EME cartoon for curling titled



Sweep! GEM/EME, Sweep! March 2003.

Cpl (Ret'd) Hodge's carvings, paintings and cartoons have been an inspiration and a rallying point for the EME Branch, young and old. Of course, while, he has touched other branches of the Canadian Forces especially the Engineers, where he spent the last 12 years of his career. He is especially dear to EME.

Cpl (Ret'd) Earl Hodge is acknowledged for his contribution to the "Esprit de Corps" of the RCEME, LORE and EME Branches over the past four decades. Cpl (Ret'd) Earl Hodge has provided a beacon of light, through the EME Branch icons he produced, that no other branch could match. We are all deeply appreciative of his continued contributions.

Arte et Marte !

## News From the Far West - 19 Wing Comox EME

By: Cpl Shane Bigras

Hello from 19 Wing EME workshop nestled here in the Comox Valley on Vancouver Island. At 19 Wing EME, time passes fast, people come and people go, and we try not to complain about winter weather that lets us ski in the morning and golf in the afternoon.

First things first, we would like to recognize the recent retirements of a couple of our members. Cpl Rick Neveaux, who somehow managed to serve 12 of his 20 years of service here in Comox, has retired. He and his wife Ellen are happy to settle in the Comox Valley. Also, MCpl Chris Meaden has retired after 26 years in the CF. Chris and his wife Dolina have also decided to settle close by in the town of Comox.

At 19 Wing EME, we have 7 sections. Light Veh section takes care of all the staff cars, pick-up trucks, and mules. Heavy Veh section maintains our Tractors, snow blowers, runway sweepers, de-icer and several other pieces of equipment that keep the runways open. Refuelling section looks after the refuellers and the Fire Trucks. Our AMSE section maintains all the aircraft maintenance support equipment. This is equipment that we army types rarely get to see anywhere else. Small Engine section is our smallest section with only one member who looks after everything from lawnmowers to luggage trailers. Artisan section does what they can with one MCpl Weapons Tech and two Mat Techs. And of course, like any other Maintenance organization, we have the HQ section.



Displaying the EME colours - Cpl Lee, Cpl Neiser, Mcpl Foreman and Cfn Milne

On top of our every day workload, 19 Wing EME keeps busy with special events as well as support to deployments and operations.

The Abbotsford Air Show is a yearly event to which we send one veh tech to service the AMSE equipment. This year, Cpl Terrin Alde also had the secondary duty of 'follow-me'. This consisted of him driving up and down the taxiway in a "Gator" utility vehicle guiding inbound planes to their designated places. Imagine doing that with an American C5 Galaxy following you!

In August 2004, 19 Wing EME went to the Pacific National Park Broken Group Islands on the west side of Vancouver Island. Nine members enjoyed five days of kayaking with the sea lions in the Pacific Ocean.

Every year at 19 Wing EME we send a veh tech to Jarvis Lake, AB. The reason for the visit is to perform annual inspections on equipment ranging from chainsaws to boat motors, and even ATVs. Jarvis Lake is in a Provincial Park in northern Alberta just outside the

town of Hinton, Alberta. The area is a DND establishment that belongs to the SAR school in Comox.

Despite being on an air force base, 19 Wing EME members are tasked for deployments around the world. Last year alone, we sent 2 people to OP DANACA, another 2 people to OP ATHENA, and 1 person to Kabul. In the near future, we will be sending another person to OP DANACA. We also have 5 members tasked to VANGUARD, ready to deploy at any time if the need arises. This has a big impact on a small shop.

For the future, 2005 marks the year that we will host EME day for all EME folks in BC. We look forward to celebrating with our branch mates from Esquimalt and Chilliwack.

### ARTE ET MARTE



Abbotsford Air show - Cpl Bigras installing a Lox bottle on an A10 Warthog



## The Maintainers Were Here

By : Captain (Ret'd) Daniel Scuka

On 25 October 2004, I set out on a mission with a clear aim: deploy to Lahr, Germany, and take photos of as many maintenance facilities as could be found still standing at Canada's former NATO base. Armed with a digital camera, a map, and loads of helpful hints and directions (received by email from former Lahr-based maintainers), I hit the autobahn driving, appropriately, the same red BMW that my now-wife and I used when I was stationed there in 1992.

I had expected that studying the "Welcome to Lahr" map showing Canadian Forces buildings and facilities (included in the Welcome Package I received upon in-clearance in July 1988) would be adequate preparation & planning for locating more or less all of the former maintenance buildings. This did little to prepare me for the incredible changes that the former Canadian facilities have undergone in the 10 years following the base closures as the Cold War ended.

On the airfield, buildings have been levelled, repainted, added-on, or renovated (EME facilities as well as others) and the area has turned into a large and very active industrial area. The "Black Forest Airfield and Business Park" is now home to many light manufacturing firms as well as shipping, trucking, warehousing, and other businesses. The former Canex and theatre is now a heavy metal music club, the Centennial Club (Jr mess) is almost totally gone, and the 1RCHA

Maintenance Troop (South Marg) has been demolished.

In stark contrast, the Kasern sits frozen in an apparent time warp; except for several buildings beside the main gate (which have been renovated and put to use as government buildings and shops), all buildings are derelict; many have been vandalized and are covered with graffiti. Prospective users of the Kasern's stately old French army buildings are reluctant to take responsibility for rehabilitating the land (thought to be contaminated with decades worth of oil and chemical waste).

In Lahr town, former Canadian housing, schools, and administrative buildings (Remember the Bank of Montreal?) have been demolished, repurposed, or otherwise changed.

But many maintenance buildings can still be found more or less unchanged since the day the doors were locked by the last maintainer. The Forward Repair Group building sits untouched (with "Major Faulkner" and "CWO Desgagnes" still painted above two parking spots), while many of the Base Maintenance and Maintenance Coy buildings have been handed over to auto companies and have been repurposed, rather fittingly, into repair shops, tire & brake bays, and paint booths.

Other buildings well-known to Lahr maintainers have also been kept in

their former roles: the airfield dining hall is now a decent gasthaus and catering service, the chapel is a chapel, and the new (in 1987) single enlisted quarters are now operated as a hotel (about 30 Euro a night).

Ironically, one company located near the former Base HQ has made a business from buying up surplus HUMVEEs from US Army Europe posts and rebuilding them for civilian sale; thus the maintenance of military equipment at CFB Lahr continues yet.

The more it changes....



### ABOUT THE AUTHOR

Daniel Scuka was in the Regular Force from 1981 to 1994. He served at CFSEME, 4 Svc Bn, 1 RCHA, and NDHQ/DGLEM/DLES-2.

He now lives in Darmstadt, Germany, and works as a technology editor for the European Space Agency and as a consultant for the telecom industry. More Lahr photos can be seen online: [http://www.scuka.com/lahr\\_eme](http://www.scuka.com/lahr_eme)

## NSE Maint PI Op ATHENA Roto 2

By: Lt C.A. Kasnik

We are currently approaching the halfway point of Roto 2 for Op Athena and things are continuing smoothly with everyone busy in one way or another. The time has passed quickly and before we know it we will be on our way home to our family and friends. As the NSE Maintenance Platoon Commander, I have learned many things during this tour. EME pride is strong within the platoon and there is always the occasional Logistics Officer boasting about why they should be included in our events as an honorary member of the EME branch. With an extremely low VOR rate and many successful repairs and recoveries completed to date, I commend the members of Maint PI for their enthusiasm, efforts, and professionalism through trying conditions.

Before passing on the telling of our story to other members of the PI let me give you a brief idea of the composition of the PI. There are three sections in total. A Veh / Hvy Eqpt is supervised by Sgt J.A. Taylor and looks after all A vehicles, heavy equipment, and engineering equipment. Sgt J. Hennick is in charge of the B Veh / Recovery section, handling all B vehicles, including the LUVW, and a number of smaller components. Sgt J.T. Yoshida had gathered the remaining elements and labelled them as Ancillary Section. This section encompasses the Mat Techs, Wpns Techs, FCS Techs, and the SPSS Techs who perform a myriad of day to day tasks. As a whole, Maint PI performs very well, the details of which can be found in the following segments written by the soldiers themselves.

### From A Veh / Hvy Eqpt Section:

At long last the wait was over, a few members at a time, the techs of "A" Shop arrived in Camp Mirage. Upon exiting the Airbus, at about 2300hrs, the temperature was 37degC, but the temperature isn't what hits you. At first, I thought I was in the Jet wash, but soon realized it was the humidity in the air. Instantly, you begin to sweat and every breath is an effort. After a short breather and water break we were guided through the AAG, our chinks were announced and we went for a late meal. After a short nap, in an over-cooled room, we were once again in the air, this time a little less comfortable in the sling seats of a Hercules. With about 40 minutes left in the 4-hour flight, it was time to don our flack vests and helmets, as the flight was about to

## NSE Maint PI w/CANCAP



get a little more exciting. After a few weaves and heaves (and dry heaves), we landed in Kabul. We were relieved to find that although the temperature was higher than at Camp Mirage, it was more bearable due to the fact that the only humidity was what evaporated from our sweating bodies. After a short wait, we were assigned our Bisons for the trip to Camp Julien (CJ). Not much could be seen from the confines of the vehs but there was no missing the smell as we crossed the city of Kabul. Upon arrival at CJ, we were greeted by one of our less fortunate PI members who had been on an earlier flight. A whirlwind tour of the camp was followed by picking up our baggage at CMTT and doing the kit-bag drag to our new quarters, Weatherhavens row on row, surrounded by Hesco Bastion. Inside, our cots awaited, complete with Roto 1 mattresses to add to the comfort. By the time we were actually able to sleep through the night we were issued new mattresses by CanCap. Along with the mattress issue we received other helpful items, such as sticks to hold up the permethrin treated bug nets (I have yet to see a flying insect), a 6 inch fan to keep you cool (ya right), a power bar (for all the appliances you're not allowed to have) and a clip on lamp. I don't know what they expected us to clip the lamp onto, as there was no furniture! Not to start with anyway. It didn't take long to discover the scrap woodpile down at the dump. After this discovery it wasn't long before the Bob Vila wannabes started to display their outstanding craftsmanship. Of particular note was MCpl Cory

Vollman's "leaning tower of Pisa" shelving unit that would have the founder of IKEA rolling over in his grave. Not to be outdone, MCpl "Buck" Owens created a boot rack that, while not exactly structurally sound, was at least level and square.

As the days turned into weeks, there were less Roto 1 and more 1 CMBG pers occupying CJ. As we gradually took over we could see that our predecessors had little to do other than build a monster truck out of an Iltis (no kidding, you've probably already seen the pictures). There was some work to do to get this place running smoothly (if they could only see their Iltis now!). Fortunately for Heavy Sect, we had some very helpful handover notes. Also, thanks to the tireless efforts of MCpl Huey MacQueen and his little band of worker bees (that didn't make it out till nearly the last flight, funny they'd leave their anglo guy to the end), we were left with a low VOR.

Shortly after our takeover, 1 CER sent over 3 techs with no idea of how they would be employed. CER sending techs with no support, now there's a new one. "Not to worry drones, resistance is futile, you will be assimilated by the collective", and so it was that Cpl's Jim Hearn, Nathan "the combine pilot" Kachur and Jake Wilkinson became part of the NSE, working in Heavy Sect. They joined 2 other stragglers assimilated at the last minute from 1PPCLI, Cpl's Marc Thompson and Andy MacDonald, as well as 3 techs from 1 Svc Bn, MCpl Warren "CER at heart" Cave, Cpl's

Ron'n'on'n'on'n'on Dickieson and Lance "Klinger" Urbach (the \$20,000 man). If these "add-ons" pooled their resources, they might realize that they outnumber us and with a coordinated effort might stand a chance of taking over.

With only 2 of the 8 techs qualified EGSE it's obviously hard to find an EGSE qualified tech to deploy these days (CFSEME, are you listening, WE NEED MORE HEAVY TECHS, CFSEME, are you there, hello, can you hear me now). Anyways, adapt and overcome we did, having thus far completed 1st and 2nd line jobs on everything from forklifts and SHLVW's to the KRUPP Crane, Champion Grader and RTCH. With a little luck, we might even get the new R134a A/C mod done on the ZL by the beginning of November (you're welcome Roto 3). Also, it looks like we'll be getting Bosnia's NYALA tomorrow. Two was enough to keep us busy; time will tell what happens with three.

Meanwhile, over at the A Veh garage (OK it's a tent) the Dancing Pandas have been formed. Let me explain. We are a mix of mechanics with a range of experience including newly promoted QL 4s (both on their 2nd tour), an X-Recce Sqn mech (who's still a wannabe), some good old Ontario heart and lets not forget the East coast boys from mainland NB and the Newfs. To continue the story, late one afternoon, Recce Sqn took a non-priority job, turned it into a priority job for a non-priority tasking for priority people (if you don't understand, that's OK because neither did we). Still, keeping with the

EME moto of "By Skill and By Fighting", we skilfully pulled a Coyote pack to repair a steering bearing. When we finished replacing the pack it was noon and we were prowling around the shop like a bunch of "Dancing Pandas", faces black, except for our eyes where we were constantly rubbing.

During our stay here at scenic Camp Julien, the "Dancing Pandas", A.K.A. A Veh, have completed 500hrs of inspections on all LAV III's in theatre, kept up on maint and repairs to the Bison fleet (which is a task in itself) and completed 2nd line maintenance on a few Coyotes (whether they needed it or not). All in all, for a sect of 12 "Pandas", we work great as a team and have found out that we're not so great with a slingshot, but that's another story.

### **From B Veh Section:**

As we approach the end of month three, B Veh section is carrying on at a steady pace. Whether it is inspections, repairs, or duties, they are all completed in an effective and efficient manner. One of the main focuses throughout the tour has been the LUVW from Mercedes. This vehicle was introduced during Roto 1 and has had its share of complications. For the most part, these issues were corrected by a TAV from Mercedes before we arrived on ground. We were lucky enough to have a few people who had taken the LUVW maintenance course prior to deployment. With the exception

of the accessibility of parts and a few smaller issues, the LUVW is widely used throughout the theatre with few problems. The users are putting it through the ropes and coming back with various suggestions of things to be corrected, all part of the implementation process.

### **From Components:**

The components shop was barely keeping its head above water earlier in the tour, but has learned to swim quite quickly. We are using the quads for patrolling inside the camp and they have been frequently seen outside the components shop. Things have since calmed down somewhat for the people in the section but they are still busy ensuring that the heaters are all serviceable in preparation for the coming cold months. The generators around the camp and at the OP's cannot be forgotten at all. The components crew is always willing to get out and service the equipment that needs attention. The components crew is also looked upon in lieu of those gone on HLTA. They are always willing to give a hand and get involved with other projects, giving them a change of scenery.

### **From Recovery:**

With the limited assets we have been employing around the clock, things are bound to break. The majority of the calls we receive are for breakdowns in the city, which always makes for an interesting time. On one of the latest

calls, the crew found themselves travelling through a maze of what were essentially goat trails, in order to reach the casualty vehicle. The last call we received was for a LAV III that had rolled onto its roof because the road had given way. With some planning, and the expertise of everyone involved, the vehicle was successfully recovered.

Inside the walls of Camp Julien there have been situations as well. MCpl Mercer and Cpl Lucas found themselves in the spotlight while recovering a LUVW that had flipped on its side. Most of the Recovery section was there to "supervise," as well as a good crowd of others to assess the actions of the crew. With HLTA in full swing, things are interesting as crews are always ready to go out the door and do their job.

### **From Ancillary Section:**

The tour is about half way through, and the light at the end of the tunnel is starting to glimmer. Things were very hectic when we initially hit the ground. Personnel numbers dropped from 103 to 48, and yet the work never slowed. Not only was there the matter of doing a handover and doing various repairs, inspections, and stocktaking but also secondary duties kept a person on their toes. Overall, things have been going well. We experience quite a vast array of repairs and jobs here that are quite different than ones back home. Climate and environment are a large factor here. When you go from calm and clear

to so dusty and windy that you imagine Dorothy and her dog Toto will be arriving soon, you know that problems will arise. With your work area being in a weather haven, most of the time any paperwork not bolted down becomes a new kite within seconds.

So, what can I say about the various personnel in our section? The Wpns Techs, along with regular weapons maintenance, needed to create new safe combinations as well as cut additional keys for all the new locks. Then, there is always the fun job of balancing scales (this usually surprises a few gym buffs, when they realize that they are 10lbs heavier than they thought they were).

The Mat Techs are up to their ears with welding jobs. This work is due either to day-to-day wear, or the odd vehicle accident (What with 50,000 people on the road at once, ranging from new SUV's, to donkey powered wagons, you just know someone is going to bump something). From what I have been told, the odd rabbit is seen in their shop every so often (like those are ever wanted!!!).

SPSS has been in high demand as well. Whether we are asking for that elusive part to fix all our problems, or simply a seat cushion to help the boys with the bumpy roads, they are always on the job. Stock taking seems to be one of their more enjoyable hobbies.

FCS Techs are constantly on the move. Between all the electronics and sights they keep serviceable, rumour has it that if you have any problems with your photocopier, they are just a call away. All in all, things are moving quite smoothly over here. All enemy forces are keeping quiet, and the clocks keep rolling forward. We plan on having one more burst of work, making sure everything is perfect for the next Roto and then it's back home to our spouses waiting arms. So, until I can look you all in the eye and say, "hey, good to see ya", play safe, keep the wpns pointed down range, and keep on rocking in the free world.

### **From Head Quarters:**

Even though we are reaching the halfway point of the tour, the excitement never stops at the command and

control level in keeping the platoon continually straight and focused on a variety of daily activities. Comprised of Maint O Lt CA Kasnik, ETQMS MWO DW Coble, Control Office Warrant WO WD Grant, and our favourite LOMMIS Clerk MCpl CR Samuel, we all agree that although a handful at times, this is one very switched on and capable platoon. We all arrived more than ready to take names and carry out the rest of the "saying" as we all know it... The platoon has exceeded all standards and has no intension of slowing down in its drive and determination to accomplish the mission. It matters not whether the task is air sentry, gate guard, Op Reserve, conducting repairs on top of TV hill, or carrying out difficult recovery operations in the middle of the night in extremely inhospitable terrain. Maintenance Platoon has continuously displayed its ability to living up to our motto of:

Arte et Marte! - By Skill and by Fighting!





## A closer look at BML Control Office - Lahr 1993

By: Sergent J. R. LeBouthillier

The control office is the heart of BML; almost everything processed within base maintenance has to go through the control office. BML is responsible for the inspections and the repairs of many things used on base ie: calculators, typewriters, optronic equipment, TVs, VCRs, radios, computers, office equipment, weapons, lawnmowers, bicycles, cars, trucks and heavy equipment. BML is also responsible for manufacturing special tools and parts, for shipping crates, performing any type of welding, making and engraving plaques and key cutting. Inspection and repair of all DA account items before they are returned to supply is also done by BML.

At the moment the B Maint control office is basically run by four essential personnel. The first is the planner, WO Mills. The planner has the key position in the day-to-day running of the B Maint workshop. He is responsible for the workflow of all the sections within BML. In order to meet customer's requirements, he must know where all Work Orders (WOs) are at all times, and their daily progression. Every Wednesday, he must ensure all vehicle sections; turn in their Vehicle Off Road (VOR) reports so he can then give his report to the B Maint O, Capt Cote. Also, every Friday each section must bring him their weekly man-hour availability forecast for the following week, so that he can plan the future workload of the workshop and make his report to the B Maint O. He must ensure he does not exceed the Repair Expenditure Limit (REL), for CFR equipment. He must decide when to use local contracts. Normally local

contracts should only be used when the work cannot be done within BML, or represents too much of a workload to meet the customer required date. He must set a priority on all WOs depending on the urgency or the requirement of the equipment.



Second, in the list of essential personnel, is the LOMMIS clerk, Sgt LeBouthillier. He is responsible for the opening of the WOs. When he receives a WO, he must ensure all blocks are filled properly. Especially (for non CFR equip.), the designation block should have the NATO Stock Number (NSN), serial number of the item(s), the correct quantity and the service requested must be reasonable. He will assist the customer if he or she has difficulty filling the form. He must keep a register of all WOs opened by sections. He must keep all the vehicles data plates in order, keep an up-to-date Vehicle Movement Orders (VMOs) file, keep a current list of vehicles still in use, and file all completed WOs by section and WO #. He must also ensure all sections fill in their Job Progress Reports (JPR) daily.

Third in line of essential personnel is the Weekly Activity Summary (WAS)

clerk, Mr Gourlay. He is responsible for time accounting, for all of BML. Everybody at BML has to fill in a daily time card, which is turned in to his or her section head. Then the section head fills in a daily time summary, that he turns in to the WAS clerk. The WAS clerk then inputs all of the sections time summaries into the computer. A time accounting diskette is sent to Ottawa every two weeks. He is also responsible for the closing of the WOs. Before he can close a WO, he has to make sure that the equipment has been returned to the unit and signed for. He must also ensure that all mandatory info such as date closed, parts cost, trade codes and man/hours are reported and JPR are attached to the WO, so he can then transcribe all info to the accounting copy, which he then sends to Ottawa.

The fourth and final essential person is MCpl Vance who is the contract inspector. Also, MCpl Vance just took over the Receipt and Issue (R&I) clerk job from Mrs LeBouthillier as well as the In an Out inspector job from Cpl Brassard. He is responsible for delivering and collecting equipment at local contractors, and the care and control of equipment between workshops and customers. He is also responsible for inspecting all CFR'd equipment that comes in to B Maint for repairs and out inspection after the work has been completed.

The control office is also responsible, for the book keeping of the BML trust fund, the small expenses claims, the CFE EME kit shop, the coffee fund and the coordination of the after hours POMV repairs. Like everybody else on

## A closer look at BML Control Office - Lahr 1993 (continued)

base, BML has been hit with major manpower cutbacks and heavy workloads, but the professionalism is still here. I would like to leave you with a few interesting stats that I was able to dig out. In the last quarter (April, May, June) BML processed 1,707 WOs with an error average of 2.7% and semi annual average of 2.9%. The national average for the last quarter was 6.9% and the semi annual average was

5.5%. In the last 3 months BML also completed over 300 jobs on POMV after working hours, with very few unhappy customers. Well done BML, keep up the good work.

Arte et Marte



MCpl Vance serving a customer.

## Camp Gagetown's EME Spirit is Alive and Well...

By: MWO R.J. Thompson

In what has become an annual event in Gagetown, the 2nd Annual EME WO & Sgt (past and present) Mess Dinner was held at the WO & Sgt's Mess on 18 June 2004. This year, in observance of the EME Branch's 60th anniversary, all EME officers on Camp were invited as well. In typical EME fashion, the Dinner went off without a hitch and all in attendance are waiting to see how the event can be outdone next year.

The guest speaker for the Dinner was MWO (ret'd) Ed Murphy, President of the RCEME Association (Atlantic) LAD 201. This year the RCEME Assoc (Atlantic) reunion, AGM and Dinner & Dance was held in Fredericton, where a number of Gagetown EME Snr NCO's took part. Also in attendance at the dinner was CWO John Vass. We took the opportunity to thank and bid farewell to CWO Vass, at that time (thanks to the Craftsmen in Materials Platoon) we provided him with a token of our appreciation for his leadership and direction during a career spanning 37 years and specifically for his stewardship as the EME Branch CWO (it's reported that those of you who stayed to the wee hours, enjoyed the

contents of the gift wholeheartedly).

There were 96 people in attendance at the dinner and the blend of presently serving and retired EME soldiers was about 50/ 50. Fresh back from his trip to Normandy was Cliff Brown. Mr Brown is as "original issue" as it gets for RCEME. He was there on May 15<sup>th</sup> 1944, and three weeks later came ashore on Juno Beach, making him a member of a very exclusive club. His presence was acknowledged by a rousing standing ovation.

The message of the Guest Speaker's address reminded us all of the strong, proud background we have as a Corps, highlighting on many of the Branch's successes; from D-Day, peacekeeping/

making missions and numerous domestic operations. MWO Murphy used some of his time with us to issue the call for the next EME generation to pick up the torch from many previous RCEME, LORE, LEME, EME generations and to carry on the fine work and determination of our proud Branch.

All in attendance left (some later than others) with the satisfaction that we still foster the "by skill and by fighting" attitude to carry the Branch's "esprit de corps" wherever we are called in the service of our country, and all anticipate the 3rd Annual Mess Dinner to be of equal or greater success.

Arte et Marte.



## EME, NORAD style

By: Cpl M.J. Rich, 22 Wing EME Workshop

Recently I was approached by MCpl Slominski, our token schnitzel Mat Tech, to write an article detailing life in our Workshop and the current affairs of our personnel. As I am EME at heart and definitely the biggest B.S.'r in the building I felt I was up to the challenge. Without hesitation I told him, "Consider it done!"

I was posted to CFB North Bay roughly two years ago from CFB Petawawa and thought I was in for a swan of sorts, WRONG. If there were two words to describe 22 Wing they would be "diverse, challenging and busy" (editors note: that's actually three words, four if you count "and"!).

One of the major units we work on at the workshop are the Under Ground Complex (UGC) buses. Picture in your mind an APC (except painted blue), stretched to thirty feet with wheels instead of a track; that would be a UGC bus. Why this analogy? A group of three UGC buses travel up and down a ten-degree slope 24 hrs a day, 7 days a week, 365 days a year. During the winter months these vehicles begin their journey at  $-30^{\circ}\text{C}$  and, a few minutes later, stop 700 feet below the ground at  $+20^{\circ}\text{C}$  where they wait for passengers. After creaking and groaning as the metal of the bus starts to expand, they take off again, up a brutal 3.0 km, 10 degree slope,

through a "salt bath" at the entrance to the tunnel, and back into the  $-30^{\circ}\text{C}$  temperature, where they creak and groan as the metal contracts. This tortuous routine exerts tremendous wear and tear on internal and external parts, and frame/body hence putting similar wear and tear on our technicians.

Aside from buses, we are also responsible for a fleet of 65 staff cars, pickups and vans. Of this total number of vehicles maybe 20% are still under warranty, while the rest are aged to varying degrees. Also there is a small fleet of heavy equipment vehicles, i.e.: loaders, tractor-trailers, line trucks and



last but not least our 1989 5-ton wrecker. Mention should also be paid to the 80 or so pieces of small engine equipment that require constant attention.

Another aspect in the life of 22 Wing EME Workshop is our National Recovery duty. Although we are a small Workshop, we must cover an immense recovery area, better known as the "Bermuda triangle". We are responsible for the areas incorporating Gravenhurst to Thunder Bay, and across to Deux Rivières. Each Veh Tech performs one-week of duty in every five. Due to our small size, our Mat Tech and Weapons Tech also get involved and act as swampers (or as the Air Force would call it, recovery "assistants") on a regular basis. In a show of inter-trade cooperation, Tn has also pitched in to share the burden of this task, as has our clerk Cpl Stacey White-Dinkel.

Besides the busy Veh Section, there are also our Weapons Tech and Mat Tech responsibilities. Now I know what you're thinking, "Why the heck does CFB North Bay require these trades?" Well, let me tell you. For the Weapons Tech, he surely doesn't have the vast amount of gear that you would find in Pet or Gagetown but he does have a fair amount to look after. His responsibilities include support to the Wing Auxiliary Security Force (WASF), Base weapons (C7&9mm), many locks, safes, stoves and lanterns (yes I said stoves and lanterns) which all require fixing and maintaining. By the way, did I mention he is also our Planner? As for our Mat Tech, with the military always looking for ways to cut costs, it is

unbelievable the amount of manufacturing needed on our little base. At any given time, he can be found fabricating body parts for vehicles or security huts for the mighty WASF. As if he wasn't busy enough, he is lucky enough to be tasked with the position of shop 2 I/C. Also, every member of the shop is responsible to participate as part of the WASF when tasked.

I know it seems as though I'm blowing our shops horn a bit, but you must realize that all this is accomplished by only four Reg Force Veh Techs, one reservist Veh Tech, two Ancillary Techs (Weapons/Mat) and three Admin/Overhead. Along with the regular workload are routine taskings (UN and otherwise) and the other various aspects of military life which I am sure you are all aware of. This said we are usually 50-65% manned at any given time. Thankfully all members of this workshop contribute with the highest level of professionalism.

Now let's take a quick look at the Air Force side of things. Yes, we are busy and very diverse around here, but there is always time for a bit of fun. In the summer there are monthly golf and fishing days known as Z06. Winter has its ski and ice fishing days, also known as Z06. Along with these are several sports and Air Force parades throughout the year.

Throughout this article I have relayed how business currently runs around here. Well in the not so distant future this is all going to change. The UGC is moving to the surface. A new building is being constructed as you read this article. This

will cause quite a reduction in the vehicle support requirements. Also, all the equipment required to run the Underground Complex and much of the Base will be of no more use. With this being said, it is currently planned that EME will not have as big a place in the future of 22 Wing, North Bay, as it does now. With the exception of a few positions for quality control, minor repairs and a Weapons Tech, the majority of the positions will be eliminated. So if any ET's are reading this, now is the time to talk with the career manglers to get your hands on a few choice technicians!

ARTE et MARTE !



### The EME Branch Kit Shop

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## 5 Field Workshop

By: Lt Proulx, 5 Field Workshop

At CFB Valcartier, there is a maintenance workshop that despite its short history has been able to use the expertise of its personnel to display its savoir-faire, the quality of its management and the excellence of its service. I am referring to 5 Field Workshop (5 Fd Wksp), which came into existence on 10 May 2001 during the formation of 5 General Support Battalion (5 GS Bn). This article will take a closer look at the mission and role of this workshop and describe the structure of the logistical support service in 5 GS Bn, which is a unit of 5 Area Support Group (5 ASG). This unit, in turn, supports the integrated and lodger units of Land Force Quebec Area (LFQA).

The mission of 5 Fd Wksp is to deliver top-quality maintenance services to supported units based on the resources available and in accordance with operational priorities and standards conducive to completion of their missions.

The unit is also mandated to deliver top-quality training to new LFQA technicians and continuous training to all personnel of the organization, thereby providing fully qualified replacements for both technical and operational positions.

This mission will be pursued in an environment that promotes a dynamic operational culture and respects fundamental military values.

### Structure of the Logistical Support Service

Before the creation of 5 GS Bn, 5 ASG provided second and third-line logistical services, services, however, which were structured differently. The technical services branches on each of the bases (Valcartier, Montreal, St-Jean) provided the relevant support (Figure 1), and each of these TS branches had a staff and/or headquarters.

To optimize management, these organizations were merged and restructured, beginning with a transition phase involving 5 Canadian Service Battalion and 5 GS Bn. Initially, an organization known as Materiel Support Service was created whose duties included that of maintenance. The concluding step involved the creation of 5 GS Bn; its services were redistributed throughout LFQA while its staff and HQ were centralized in the battalion at Valcartier (Figure 2). Basically, the geographical structure comprising Land Force bases, each with its own support structure, was replaced with a single virtual "Base"; thus, the support elements were functionally centralized at this base but physically distributed over several sites to provide service to the units receiving support.

The mandate of 5 GS Bn also includes being prepared to deploy a Forward Support Group (FSG) or National Support Element (NSE) on short notice, and 5 Fd Wksp must train for these contingencies. The FSG is formed primarily of personnel from the 5 GS Bn companies and must be prepared to deploy when ordered in support of training, domestic operations or other missions. In addition to transport and movement,

supply and maintenance platoons, the MFSC has a staff to which are attached elements of the Signals Service and Personnel Support Service, services offered by 5 ASG.

In conclusion, 5 Field Workshop is an organization within 5 GS Bn/5 ASG that performs a variety of maintenance tasks which, although they relate primarily to general support, relate as well to close and

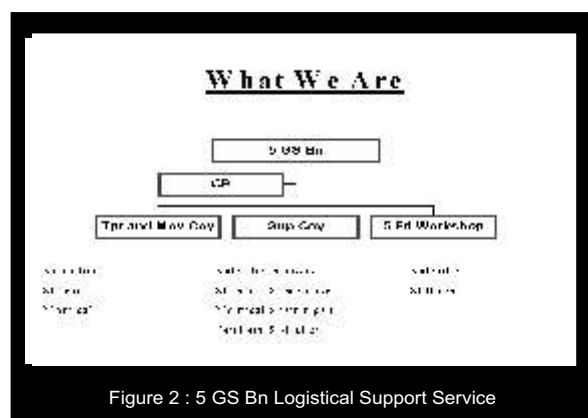


Figure 2 : 5 GS Bn Logistical Support Service

integrated support and support to Valcartier Garrison and Saint-Hubert Detachment. As with all the services offered by 5 ASG, 5 Fd Wksp must deliver service to a number of units distributed over a vast area, and its staff must have the capacity to manage at a distance. Since its inception, 5 Fd Wksp has managed to meet these challenges while posting its personnel on different operational missions. I should mention, however, that the current review of Army support services has cast doubt on the future of the organization. There are no doubts, however, regarding the need for the EME branch!

ARTE ET MARTE

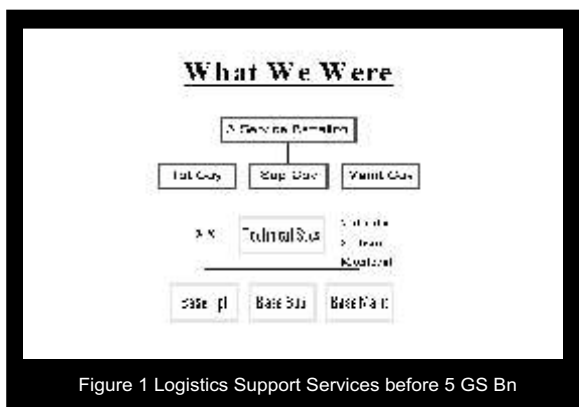


Figure 1 Logistics Support Services before 5 GS Bn

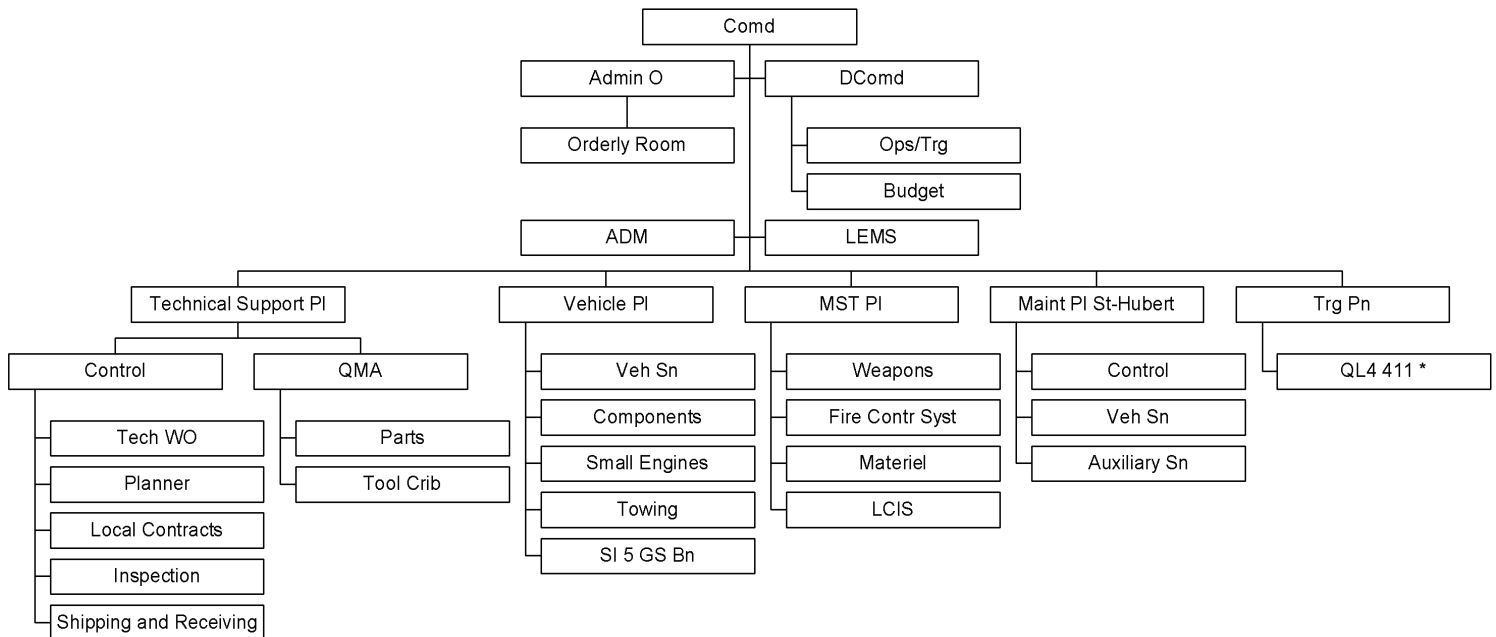
5 Field Workshop  
Flag





## 5 Field Workshop (continued)

5 Field Workshop Organization Chart



\* Note: All vehicle technicians QL4 ((± 84) are centralized in one PI, the Training PI. They are temporarily posted to various units in the garrison until they complete their training and pass their competency test.

## Editorial Content

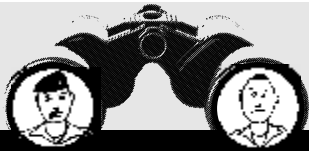
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The editor reserves the right to edit or reject submitted material.



The EME Journal Team - From left to right Capt S. Bélanger, Roger Saillant, Adj H. Savard, Louise Ouimet, Maj P. Archambault, Cpl Courchesne, Capt W. Thomas



# Murphy's law

The adventures of Sgt Murphy and Cfn Bloggins by Cpl A. Courchesne

Never share a trench with someone braver than you ...

Under enemy fire, our EME heros are forced to abandon their MRT vehicle to take refuge in a nearby trench.

Now what do we do Sergeant Murphy?

It's simple Craftsman we wait in here until the enemy is over the ridge ...

BLAM!  
BLAM!

... Then, as they approach, we check ammo, fix our bayonettes ...

KABOOM!

... Then, when we see the whites of their eyes, we leap out, weapons in hand, ensuing with the bloody hand-to-hand struggle ...

POW  
POW  
POW

TAKA  
TAKA

... And, in the end only the most skilled fighter will be left standing to savor the spoils of war ...

BERATTATATA

... Now  
**Let's rock!**  
Craftsman Bloggins ???

BAH-ROOM

POW

BLAM

Bloggins...

... nor less brave than you