



EME Journal

Issue 2/2005

The Magazine of the Electrical and Mechanical Engineering Branch



Kabul 2004



Italy WW2



Egypt 1964



Golan late 1970



Somalia 1992-1993



60 Years of EME Workshops



The theme of this issue of the EME Journal is once again EME workshops. Having recently celebrated our 60th Anniversary we thought it appropriate to take this opportunity to display, on the cover and inside cover, various pictures of EME workshops throughout the years. These are snapshots of our proud heritage and are worth remembering to encourage our sense of excellence and esprit de corps.

Arte et Marte



Bluebell, Ottawa 2002

Montreal 1976



Gulf War 1991



Sebinik 1995



Zgon 1996



Haiti 1995-1998



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 D.L. Wingert, CD
Branch Chief Warrant Officer: Chief Warrant Officer A.C. Dalcourt, MMM, CD

Production Team

Editor-In-Chief: Colonel D.L. Wingert, CD
Managing Editor: Colonel T.J. Temple, CD
Editor: Major B. Durand, CD
Branch Information O: Lieutenant Y. Dankwa, CD
Production manager: Lieutenant Y. Akbari
Administration: Lieutenant E. Pelle
Editing Team: Mrs. L. Ouimet,
Mrs. L. Haché and Mr. K. Randall
Distribution Team POC: Warrant Officer H. Savard, CD

This Issue

Page	Subject
------	---------

- | | |
|----|--|
| 2 | Branch Advisor's Message |
| 3 | Parting Words of the Senior Retired EME Officer |
| 5 | Branch Chief Warrant Officer's Message & An EME Soldier Part of a New World Record |
| 7 | OP PALLADIUM Mission Closure Team |
| 8 | Coming to Grips: A Desert Challenge |
| 9 | NDHQ EME Workshop |
| 10 | A Final Page of History |
| 11 | Major Bill Smiley |
| 12 | The 2004 EME SkyHawks |
| 13 | Traditions at the Grass Roots |
| 14 | CAR 65-35000: A Venerable Old APC |
| 17 | EMEA Best Craftsman Award |

Page	Subject
------	---------

- | | |
|----|---|
| 18 | What Does AMSE Mean to You? |
| 20 | Brigadier-General Holt's Visit to 5 Field Workshop, 5 General Support Battalion |
| 21 | 14 Wing EME Sqn Tours CFB Halifax - MCpl PD Program |
| 22 | Western EME Spirit |
| 24 | CFSEME Hosts the 3 rd Annual Warrant Officer J.R. Muise Memorial Hockey Tournament |
| 26 | Join the Maintainers |
| 27 | DDC Instructor Achievement Award |
| 28 | Last Post |
| 30 | Murphy's Law |

Branch Advisor's Message

By: Col D.L. Wingert, EME Branch Advisor



Thirty-two years ago I became a member of our EME Branch. Since that time I have been groomed by the Sergeants

and Warrant Officers to be who I am today; yes, it is their fault.

(I exaggerate, of course, since there are a few officers that have played some role!) When I first rebadged at the school, like most of you, I really did not understand the significance of the ceremony. The School certainly tries to ensure that the new members of our Branch know our history, our heritage and our traditions, but, it is only by experiencing our esprit de corps that they can truly understand their new family.

Reading our history, documented largely by Colonel (retired) Murray Johnston, will help anyone understand our roots, battle honors, and our heroes. Our "war stories", readily discussed over coffee or at the bar can also help, but nothing can prepare someone for the experience of working as a team in the dark, the cold, or after days with minimal sleep. No one can properly describe the smell of a workshop or an MRT or the immense satisfaction

of a job well done when the work order is completed while others are resting. Anyone that wears the badge for maybe a year knows what I mean. Yes, there are other regiments, but not one other where its members are employed in all the various different Canadian Forces' units and formations. Our regiment has no unit borders and our flag remains a common thread of pride. Further, one does not retire from the EME Branch as the shiny eyes of the retired members and those of the spouses still reflect their pride.

That said, change is again in the wind; in fact, change has never ceased. You all should be aware of the new Defence policy statement and the possible changes that will influence us all. When I look back on my career (so far), I note that although change is constant, the EME Branch, remaining loyal to the Army Commanders, continues to be key to mission success, doing the almost impossible with little to no resources. Professional soldiers first, we are the foundation of success, a critical element of the Army's center of gravity. This will not change. And as in the past, the Branch's key staff, including myself, stand by to facilitate this change, committing to keep you and the Chain of Command informed of the change.

Communication is a subject that everyone complains about and while I promise to do my best to get you the information you deserve, you also have a role to play. The EME Journal is your journal and I encourage you all to submit articles to 202 Workshop Depot, and their publishing staff, to provide you a Journal that you want to read. Personally I prefer the rag articles, the informal news from the units and formations. That said, the more technical articles have their place as well.

In conclusion, I am proud to be your Branch Advisor. I commit these next years to you and the Branch.

P.S. CWO Dalcourt, the EME Branch RSM, is watching (grooming) me close.

With respect,

Colonel Douglas Wingert

Parting Words of the Senior Retired EME Officer

By: BGen (ret'd) P. Holt



As I prepare to retire this summer, I would like to offer a personal perspective on the

changes about to happen to the Canadian Forces, the Army and the EME Branch. After nearly 39 years of service, I have had the opportunity to see and at times influence many of the events which have contributed to this latest series of initiatives by our CDS and senior leadership. If I can help everyone in EME to understand some of the reasons why we embarked on this latest effort at Canadian Forces Integration, hopefully it will make the transition period we are about to enter a bit easier.

From my point of view, the easiest way to figure out CF Integration 2005 is to realize that it is actually Integration 2.0! Integration 1.0, which saw the creation of the Canadian Forces, took place on 31 January 1968, when the Royal Canadian Navy, the Canadian Army, and the Royal Canadian Air Force officially ceased to exist. I will not get into the details of exactly how this came about, or dwell on the fact that Unification and Integration took place at the same time, but what it

meant to those of us who were in uniform then was that we were faced with tremendous change as well as very severe cutbacks. In a matter of a few years, the Armed Forces were cut from about 120,000 to 72,000 Regular Force personnel, with even more drastic reductions for the Reserves. Many Army regiments were disbanded, as was the Corps of RCME and all other Army Corps. This meant that the Corps Schools ceased to exist, and in the case of RCME we went from 12 trades to just 3 trades, through amalgamation and reassignment to other Branches in the new CF structure.

In the years that followed, Integration 1.0 was modified time and again as it became clear that some of the ideas behind it were flawed. In the case of EME, the return of our machinists, welders and textile trades in the form of Mat Techs was very welcome, and of course the regaining of our name and hat badge was a great boost to the

morale of the Branch. There have been so many other changes at different levels, such as the return of distinctive uniforms and repatriation of single-service headquarters as CMS, CLS and CAS, that I cannot even summarize them all. Let's just say that we are probably at about Integration 1.9 right now, and the time has come to rewrite the program!

There is a fundamental difference, however, between the two Integration programs. In 1968,

Integration was pretty well forced on us by external agencies at a time when there was little, if any, support for those who wore a uniform. Believe me, the Sixties in Canada were really not a time to join the Army, though I'm very glad that I did! In contrast,

Integration 2.0 is something we are doing for ourselves, this time with a very supportive public and government. We are also being funded reasonably well for the cost of making the changes, something which definitely did not happen in

The solid foundation of our Branch, a Branch that was born out of wartime necessity, lies in our 100% operational focus

Parting Words of the Senior Retired EME Officer (continued)

1968. Those of us in the lower ranks in the late Sixties were treated to the spectacle of senior officers speaking out about the need for more money, and being fired, on a regular basis! It was a very demoralizing sight, and I'm happy to say that I don't see that happening this time around.

Let me now give you some specific predictions for the EME Branch. I do not have a crystal ball; (I thought that came with promotion to General, but no such luck!) however, I do have a good idea what the Branch will be facing in the next couple of years. First of all, the end result of the Army Support Review and Whole Fleet Management will drive changes to how we structure ourselves in the field force; just as Integration in 1968 led to the establishment of what were then called "Experimental Service Battalions". Next, how the trades are organized, where and how they are trained, and the concept of an EME School will be reviewed in painstaking detail again. Finally, the way we manage our fleets of equipment at NDHQ and various headquarters across the CF will be studied once more, to see if there is a better way to do the job.

If it sounds to you like I've lived

through this all before, I have. And that is really the message I wish to leave you with, as I head off into retirement. The EME Branch survived and grew stronger throughout all of the changes that accompanied the original

Integration of the CF for two reasons; we knew that what we did was essential to the success of any mission, domestic or abroad and we were very good at it! Against all odds, we continued to maintain and manage the amazing variety of equipment we were assigned, making it possible for Operational Commanders to get on with the job. This fits in very well with what our CDS is trying to accomplish now. After all, the stated intent of Gen Hillier's move to what I call Integration 2.0 is to improve the operational effectiveness of the CF. In my last interview with the CDS, I assured him that the EME Branch has exactly the same aim. So no matter which way the winds of change blow, the solid foundation of

our Branch, a Branch that was born out of wartime necessity, lies in our 100% operational focus. I

personally believe that EME will come through all of the changes over the next few years just as strong as or stronger than ever,

because of that focus.

In closing I would like, for one last time, to thank everyone in the EME Branch for the outstanding work that you have done, both at home and on deployed

missions, for the past three years that I have had the honour of being your senior serving officer. I am proud to have served with you.

Good luck, God speed,

ARTE ET MARTE

BGen (ret'd) Peter Holt

EME will come through all of the changes over the next few years just as strong as or stronger than ever, because of that focus.

Branch Chief Warrant Officer's Message

By: CWO Dalcourt, Branch Chief Warrant Officer



I have totally enjoyed my first year as EME Branch CWO and look forward to the coming year. My visits to units across the CF

and overseas have reinforced my beliefs that Branch esprit de corps is still strong. Concerns were raised by some of you regarding ongoing Army and CF transformations, justifiably so. The CF is about to go through major changes not seen since Integration. As the Land

Equipment Maintenance System (LEMS) experts, all members of the EME Branch will have to adapt by changing how maintenance support is provided at all levels. The EME Branch will work to influence Army and CF transformations and will adapt to ensure we remain relevant to our role as an important asset to the CF.

As I have heard Col (ret'd) Nappert say during all our visits together, "The EME Branch has lived through many changes in the past and has become stronger through it all. The future for our Craftsmen will not

change, no matter what, they will continue to repair the equipment, wherever it is".

Fear of the unknown is normal. Working together we should not fear the future. Lets embrace upcoming changes. I believe that the future of our Branch is bright. Sure we will have our share of obstacles to cross, but, as our history proves, I am convinced that we will again adapt and remain strong as a Branch and as an important part of the CF.

An EME Soldier Part of a New World Record

By: Sgt S. Joudrey, Fld Wksp, 1 GS Bn, Edmonton

On Monday August 30, 2004 Cpl Dan Malouin, a Vehicle Technician from CFB Cold Lake helped organize and participate in a Guinness Book of World Records event for the most mascots attending a sporting event. Soldiers from 1 General Support Battalion stationed at the Edmonton Garrison joined him in a number of his efforts assisting in the events administration and set-up. This event was organized to say farewell to the City of Edmonton's Trapper's AAA baseball team. The previous world record for the most mascots attending a sporting event was set

in 1999 in Gander Newfoundland, where a total of 93 mascots were recorded at a sporting event. This record was easily eclipsed with the help of Cpl Malouin and the other mascots, with a total of 116 mascots attending this farewell event.

Cpl Malouin has been a long-standing member of the mascot community. He has gladly volunteered several hours of his free time to traveling to varied locations and attending many different organized

events. He originally started performing as a mascot in 1996 during the CFB Cold Lake Winter Carnival where he performed as a



An EME Soldier Part of a New World Record (continued)



Dragon and a Mouse. From there, Cpl Malouin volunteered as a mascot for several different events that support and help raise money for children's charities such as The Canadian Cancer Society. He was also appointed the CFB Cold Lake mascot, named Willy the Wolf, and traveled throughout Alberta promoting CFB Cold Lake's 45th Anniversary and the Canadian Air Force's 75th Anniversary. As a mascot, Cpl Malouin has attended the Calgary Stampede, Edmonton Klondike Days and several events in the small town circuit. For his tireless effort, enthusiasm, professionalism and hard work, Cpl Malouin was awarded the 4 Wing Commander's Commendation.

Cpl Malouin's initiative combined

with his passion for being a mascot greatly contributed to the successful setting of a new world record for the number of mascots at one event. On August 30, 2004 we were able to witness this talent first hand. He was quoted as saying "The biggest joy of being a mascot is being able to see how happy I make the children with my costume and acting like a fool without anyone ever knowing who is behind the costume". With his friendly personality and ready wit he lends a touch of humor at times when it is needed and is dedicated to improving his community and helping others.

His noteworthy efforts are a credit to the EME Branch and the CF. Kudos go out to Cpl Malouin.



OP PALLADIUM Mission Closure Team

By: Cpl J. Coveney, Fd Wksp, 1 GS Bn, Edmonton

The EME Branch has been involved in Canada's support effort in Bosnia since the early 90's. Twelve years, several different tour mandates (UN, NATO, EU), multiple rotations, and many EME personnel later, the last rotation, ROTO 15, is closing OP PALLADIUM.

As part of ROTO 15, the Mission Close out Team, or MCT, has been steadily drawing down the resources within Bosnia. The MCT was comprised of a command element from 3 CSG and augmented by Logistics and EME technicians from other CF units and bases. EME's contribution to the production line of the MCT consisted of seven Vehicle Technicians, one Weapons Technician and one FCS Technician. Three LCIS technicians were also an integral part of the EME Tech Insp Section of the MCT on this mission.

The MCT was composed of two production lines. The Material Line, which processed 280 sea containers of material returning to Canada and the Vehicle Line, which processed 317 vehicles and equipment.

The Vehicle Tech's responsibility was to inspect the serviceability and condition of all vehicles and equipment returning to Canada. The

task included the inspection of everything for damage, leaks, operational status, and safety concerns. It was a challenge to prepare and inspect the wide variety of A and B vehicles, commercial fleet, miscellaneous equipment and forklifts. A few unusual pieces of equipment passed through the inspection process. A Nyala and an Aardvark, equipment used in route clearing and minefield clearance, added variety to the normal daily inspection workload.

The FCS and LCIS techs spent countless hours inspecting, conditioning, tagging and identifying thousands of line items on the Material Line. This included A vehicle systems, GPS, TCCCS, Optical equipment and Computer Systems.

The Weapons Tech had the task of inspecting, servicing and preserving all personal and crew served weapons, EIS and A vehicle systems prior to the packing and shipment of these items to Canada.

The EME techs on the Production Line also gave assistance to the other trades that made up the MCT, such as traffic technicians and supply technicians. Whether it was to identify parts, count parts, clean equipment or weigh and measure vehicles, the EME tech inspectors

were willing to help the MCT complete its mission. On other occasions there was time to help the Padre in improving the lives of the local population within the AOR by delivering goods to schools and rebuilding/insulating a classroom floor in a school located just outside the gates of Camp Black Bear.

The hard work and expertise provided by the EME techs of ROTO 15/MCT were contributing factors in the successful closure of OP PALLADIUM. Once again they proved that the EME Branch is an integral part of any rotation and that the EME Branch will continue to serve and support the troops and civilians at home or abroad.

Arte et Marte



MCT Tech Insp Section - from left to right:
Cpl Tupper(227), Cpl Gravel(411),
Cpl Vaillancourt(411), Cpl Campbell(435),
Cpl Potts(227)
Rear left to right: Sgt Richard(411),
MCpl Knight(421), Cpl Weatherill(411),
Cpl Coveney(411), MCpl Allaway(411),
WO de Ruiter(411),
Missing: MCpl Robinson(227)

Coming to Grips: A Desert Challenge

By: Sgt D.A. Schaefer, Maint, CFB/ASU Chilliwack

During OP APOLLO 2, in Kandahar Afghanistan, under command of 3PPCLI Battle Group, it was noted that there was no rear protection from hostile forces for the Bisons used as troop personnel carriers. It was decided that a C6 machine gun (MG) would be mounted at the rear to rectify this oversight. Unfortunately, they were one C6 short to complete the entire fleet of vehicles, so it was decided that a C9 MG would be installed on the last vehicle. As all the C6 MG's were fitted with the spade handle, Cpl Brian Rose of the LDSH(RC), requested the same for the C9. On being told that there was none available, he jokingly asked the Wpns Tech present to build him one. Having spent too much time in the sun up to then, MCpl Lakhan Mohan readily accepted the challenge.

Using the resources found in a Wpns MRT, and spare parts from various weapons systems, he fashioned a spade grip for the C9 MG using mainly a hacksaw, file and vise. Becoming both consumed and obsessed by this project, MCpl Mohan spent every spare minute over a three week period of very long days and nights in the Afghan desert heat, ensuring he had manufactured a hardy, durable spade grip. During this time frame, the Maint Sgt, Sgt Fraser MacDonald, kept close observation as MCpl Mohan was beginning to exhibit some "Mad Scientist" traits with the passion he

was putting into his project. With the assistance of Mat Tech, MCpl Bud Childs and his counterparts within the US Air Force, the frame of the grip was welded for maximum strength and durability.

After proving the spade grip was safe and inspection by the senior Wpns Tech, Sgt Bob Cruise, the spade grip was given authorization to be test fired. An additional problem with the Coyote fleet's main armament delayed the test fire. After a week of very long arduous labour rectifying this problem, the moment was finally upon MCpl Mohan to prove the spade grip he had so meticulously designed and laboured over for the last month.

He quickly modified Cpl Rose's C9 MG and mounted it on the Crew Commanders hatch of the Bison. He nervously loaded the ammo as by this time he had a wide audience, both Canadian and American waiting to see the outcome. He was too dehydrated to shed tears of joy as a stream of 5.56 rounds penetrated the Afghan desert sand dunes. Well done and congratulations from all sides.

During the setup and firing of the C9 with the modified spade grip, a US Army Colonel was observing and taking pictures of all the events and expressed an interest in the device. Observing proper military etiquette, MCpl Mohan

stated, "Sir, one million dollars and I will even throw in the machine gun with the deal". He laughed and then proceeded to photograph the modified spade grip in great detail. Although it was a successful test fire the final outcome was that the grip was not authorized for use. To this day it sits in the Wpns shop at ASU Chilliwack, a constant reminder to its maker of another successful conclusion by an EME Tradesman under difficult and trying circumstances.



NDHQ EME Workshop

By: MWO J. Leal, DLPM 3-3-3-3, Ottawa

If you have read previous articles about EME MOC Management in the Army Land Staff I might be remembered as the EME NCM MOC Manager. With the theme for the EME Journal this year being "Workshops", you - the reader - may be wondering why I have submitted an article in this edition of the EME Journal. Though Human Resource (HR) management is a far cry from turning wrenches I still wear the horse proudly on my beret and EME blood courses through my veins. Let me put this into perspective for you.

Here I am, a Vehicle Technician, in a HR "workshop". It is only one bay, approximately nine feet by nine feet in size (most here at NDHQ would call it a cubicle). My tools are computers, telephones and the support of other HR managers. I even have an Equipment Status Report (ESR); though to be more conducive to the HR environment we call it a Personnel Status Report

(PSR). My PSR is established in much the same way as a workshop ESR.

The PSR starts off with an occupation establishment much the same as any Unit equipment establishment. We call this the Preferred Manning List (PML). Where an EME workshop will have broken stuff, my workshop deals in manning shortages. My task (work order) is to ensure we achieve Trained Effective Strength (TES) in a timely manner. So in essence, if you have been able to follow my analogy to the ESR so far, you can see that the difference between PML and TES is in fact my Vehicle Off Road (VOR) state.

I will describe one more process to finish off this comparison. At the end of the year we conduct an Annual Military Occupation Review (AMOR). Usually held in the February time frame, this review

helps us confirm the good things we did and identify the bad things that affected a return to health of our occupations. The AMOR provides us a forum with a combined focus, helping to set goals toward a healthy state in the out-years. Do you remember Annual Technical Inspections (ATI) and the Workshop Plan?

Am I stretching the limits of imagination trying to compare PSR to ESR, or AMOR to ATI? Can I hoist the EME flag over my workshop, satisfied that my workshop is productive in its efforts to reduce the VOR? I'll let you be the judge! Arte et Marte.

Anyone that would like more details on MOC Management can contact me at leal.jd2@forces.gc.ca

OCCUPATION	TES	PML	VOR	STATUS
VEH TECH/411	2141	2238	4.3% below PML	green
W TECH L/421	328	356	7.9% below PML, slow decline	amber
FCS TECH/434	319	359	12.1% below PML, poss recovery in FY06/07	red
MAT TECH/441	233	232	At PML, slow decline to PML	green

A Final Page of History

By: MCpl P. Fillion, Maint Coy, 5 Svc Bn, Valcartier

The 22nd of November 2004 will mark the last day of work for EME members on OP PALLADIUM. The maintenance detachment of ROTO 15, with a roster of 10, will have had the privilege of turning the page on a long history.

Already, Camp Black Bear in Bosnia-Herzegovina has seen more than 15 rotations. If we add the two preceding rotations called OP ALLIANCE, EME members have been stationed in that corner of the country for about nine years. For the men and women of maintenance, it has been an extraordinary experience. Equipped with an extremely adequate infrastructure and facilities, Camp Black Bear saw over a thousand 411, 421, 434, 441 technicians pass through its gates, men and women who, day after day, bit by bit, worked to improve its facilities.

The mission has generated a lot of memories...and thanks to a tradition that has been carried on since ROTO 1 of OP ALLIANCE, these last experiences are not likely to be forgotten. Commemorative plaques have been designed representing each and every maintenance platoon that has served on Bosnia soil, and, rotation after rotation, the 400 trades have given themselves the task of producing a highly original plaque representative of their parent unit. It was vitally important, therefore, that

the final plaque representing the ROTO 15 Mission Closure Team (MCT) maintain these high standards. The task was handed to Cpl Bernier, the man who earlier had designed the plaque for ROTO 9. That plaque clearly illustrates the pride of our men and women and the innate talent of Cpl Bernier. On 30 October 2004, during a supper meeting attended by representatives of all the 400 trades serving at the Camp, the commemorative plaque was presented. Everyone there also took the opportunity to sign their names to the EME flag. All the plaques and the flag will be sent to the school in Borden, where they will help remind everyone of this page of their history.

One cannot possibly write an article like this without mentioning the solid support we received from the people of Bosnia. Over time, we integrated a number of local mechanics and welders into our team in order to lighten our workload. Who doesn't know Arif Cufurovic, an extremely endearing man equipped with a sense of humour who helped build bridges between our two peoples and make our mission easier? Many of these Bosnians, who were with us for over ten years, helped refine

our work methods and enhance our knowledge through their imagination and resourcefulness.

For many years now, EMEs have travelled the world providing support to deployed units no matter what the location, climate or weather conditions. Fortunately, other pages of history remain to be written, and pride in a job well done will never go out of style.



ARTE & MARTE



Major Bill Smiley

By: Maj J. Gobin, DPM LF ISTAR (UAV), DGLEPM, Ottawa-Hull

*His life was gentle, and the elements
So mix'd in him, that Nature might stand up
And say to all the world, "This was a man!"*

(Shakespeare, Julius Caesar, Act 5, Scene 5)

Bill was one of the rare few that could keep his family as his top priority and yet be so successful at his work. It was thanks to his ability to plan thoroughly and to follow through with the implementation. When Bill passed away suddenly in December 2004 it struck hard everyone who knew him partly because of our own loss but especially because we knew of his love for his family and of the loss to them.

I really got to know Bill well when we were both posted to Ottawa to work on ADATS. Organization! He was always planning. He had a big white board in his office. At the start of every week he would write down all the tasks that he had to accomplish, and he made sure at the end of the week that he had done them all. He would write the long-term objectives for system evolution, and make sure he was staying on track. His success in that job was due to his vision, focus, and hard work.

He was so personable! He was always on the phone talking to people. He was talking to the operators and maintainers, telling them what he was doing to keep the equipment serviceable, what his plan was to evolve the system, getting

their advice so that he could work it into the plan. With the contractors, he would be up front with them, very firm, on how much, or how little money there was for them to support the system. He explained the plan to them and ensured that they carried it out. He made tough decisions and people respected him for that.

After three years with ADATS he moved to the Land Staff, where he was the Army G4 Maint. I'd been in Land Force HQ when it was in St-Hubert, and we'd had three officers doing the job that Bill was doing alone. The measure of his success there was his appointment as OC Maint in Gagetown. He relished the opportunity of being a leader again.

"All we have to decide is what to do with the time that is given to us," said Gandalf. (JRR Tolkien, *The Fellowship of the Ring*, George Allen & Unwin, 1981.)

Bill never put things off. He and Sue finished their basement by themselves within a year of buying the house, and built the patio deck a year after that, again with no help. Autumn was signed up for swimming lesson, riding lessons, and for French immersion. Bill loved to talk about his

family. He and Sue were always making "family decisions", whether it was for a vacation, to buy a car, or to have another child. They were a strong couple.

After I wrote to Dave Sims at RMC to give him the news Dave wrote back: "Bill was such a vibrant, energetic guy. He was the type of person who left a wholesome impression on you."



The 2004 EME SkyHawks

By: Cpl G. Fleming, 1 PPCLI Maint Pl, Edmonton

For 33 seasons the Canadian Forces Parachute Team, the SkyHawks, have entertained people around the world with their aerobatic demonstrations. The 2004 season found these Goodwill Ambassadors once again traveling the globe spreading Canada's unique brand of aerial showmanship. From the Friendship Celebration Day in Iwakuni, Japan to the 60th Anniversary of D-Day at Juno Beach, and to truly exotic locations such as Moose Jaw and Pictou, the SkyHawks enjoyed (mostly) fair winds and soft landings under their signature Canadian flag parachutes.

For the 2004 show season, two EME members earned spots as Demonstrators with the SkyHawks. They were MCpl Brad Gaiger, a Vehicle Tech with 1 PPCLI, and Cpl Dean Schell, a Weapons Tech with 1 Svc Bn. Although the EME Branch has been represented before throughout the long history of parachute display teams in the CF, this year MCpl Gaiger and Cpl Schell did things that no other EME SkyHawks had done before.

For instance, while those of us in Edmonton celebrated EME Day in fine style with sporting events and egg catapults, Cpl Schell celebrated by flying our EME flag in

California...at 4000 feet! As one of only two Tandem Masters on the team this year, Cpl Schell was constantly busy with tandem jumps for members of the media and VIPs. Every time he was in his "playground," whether performing tandem jumps, as part of a four-stack or a Canadian "T" formation, Cpl Schell was a credit to his team, to the CF and to the EME Branch.

MCpl Gaiger did not get to jump with the EME flag during his time with the SkyHawks, but he feels he made up for that with two other particularly memorable jumps. At 0755 hrs on 6 June 1944 Canadian troops landed at Juno Beach to begin the invasion of Europe. On 6 June 2004, a full 60 years later, Canadian troops once again set foot on the sand outside of the French town of Courseulles-Sur-Mer, this time coming not from the sea but from the sky. At 4000 feet MCpl Gaiger released the Maple Leaf and the SkyHawks moved into a Canadian "T" formation, gliding down to land on the sand directly in front of the Juno Centre. As if that was not enough, the member of the British Army Lynx Helicopter Demonstration Team who flew the team over the beaches of Normandy just happened to be a REME Captain.

The biggest jump for MCpl Gaiger was the Canada Day celebrations in Ottawa where he also carried the Maple Leaf. As the flag was unfurled at 3000 feet over the Rideau Canal, the team could barely communicate because of the screams of the crowd gathered on Parliament Hill. At 1800 feet, the SkyHawks triggered their smoke to cue the playing of the national anthem and they touched down just as Oh Canada finished playing.

For his outstanding contribution to the SkyHawks over the course of the extremely rigorous training and throughout the show tour that went halfway around the world, MCpl Gaiger was awarded the "SkyHawks of the Year" award, a first for an EME member.

From flying our colours on the EME 60th Birthday to unfurling the Maple Leaf over Juno Beach, MCpl Gaiger and Cpl Schell successfully performed across Canada and the world with notable stops in Ottawa, Hamilton, Shearwater, London, St. Georges, St. Stephen, Cold Lake, Saskatoon, Castlegar, Columbia, Missouri, Japan and France. The experience with the 2004 SkyHawks will not soon be forgotten, especially for Edmonton's airborne Maintainers. Nor will their performances be forgotten by the

The 2004 EME SkyHawks (continued)

thousands of spectators that watched their big red and white maple leaf canopies glide down from the sky in a precision formation.



Cpl Schell



MCpl Gaiger

Traditions at the Grass Roots

By: Col (ret'd) M. Johnston

Showing our EME colours, flag, horse badge, esprit de corps and work hard / play hard attitude wherever and whenever possible is a strong EME tradition. It is a tradition that is constantly being renewed on the shop floor by innovative Craftsmen. I have always been amazed at how they continue to do this.

The recent EME Bonspiel in Petawawa was no exception. The Danny Rees rink sported home-made coveralls hand-painted in EME colours and the Colonel Commandant's team had special caps hand-knit in EME colours by his wife, Suzette.

In a way it's a bit like the Earl Hodge's cartoons that decorate our EME calendar this year. Both are Traditions at the Grass Roots. When we see that sort of thing being constantly created on the shop floor at all levels then we

know our EME Branch esprit de corps is top notch. Also, most importantly, we know that we are continuing to do our best to keep equipment operational

under all conditions. Well done all!



Photo left to right: Cpl Anthony Janes, Cpl Keri Janes, the former Colonel Commandant Col (ret'd) Johnston, the Colonel Commandant Col (ret'd) Nappert, Danielle Robitaille and Cpl Danny Rees.

CAR 65-35000: a Venerable Old APC

By: Col (ret'd) M. Johnston

You might suggest this old APC¹ should be in a museum. CAR² 65-35000 is forty years old and is the first of the many hundreds of M113 APCs that the Canadian Army has had and still operates today. More importantly however, the story of this particular APC includes some of the Canadian Army's key support and operational events over the past forty years. So having it in a museum and its story recorded is perhaps a good idea. So here we go.

You could say that CAR 65-35000's story really starts on the shores of Normandy just after the D-Day landings in 1944. As part of the preparation to close the Falaise Gap, General Guy Simmonds devised a two-part attack plan. First, tanks would smash a hole in the German front lines. Then infantry, carried

protected in armoured vehicles, would follow through searching out and destroying key rear area supply and communication areas.

This sounds good in theory, but there were no APCs at that time - at least not in Normandy. So the first ones were made in a special RCME workshop that was set up a few miles behind the front lines. In four days, 250 RCME Craftsmen modified 70 M10 Self-propelled 105mm guns to become "Kangaroo" APCs. Their debut in battle on August 7th was successful and as a result many more were made.

After the war, the idea of APCs lingered on and by the beginning of the 60s development work on the Bobcat, a Canadian designed APC, was in full swing in the Army Equipment Engineering

Establishment's Argyle Avenue headquarters in Ottawa, its engineering test sites in Orleans and Montreal Road, and its engineering development office in 202 Base Workshop.

When the project was started in the mid 50s it was on the leading edge of design. However, the project suffered many delays because contracting regulations at the time made it difficult to extend research and development projects beyond two years. As a result, large heavy vehicle manufacturers such as GMC and Ford would not bid on the contracts to develop and build prototypes. AEEE had recourse only to small manufacturers. However, it seemed that once a contract was in place the company would go bankrupt and we would have to start all over again. It was frustrating.

By 1962, Canadair had the contract and had built several prototypes.

I was an engineering test officer at the Orleans site at the time and was assigned to the project. The

prototype failed many of the tests and the project was halted. At that time a decision had been made to upgrade the Army's



CAR 65-35000: a Venerable Old APC (continued)

combat capability by making its infantry mechanized. An APC was central to this plan. Therefore, the Canadian Army suddenly had an urgent demand for an APC.

The US Army already was using APCs. It had the M113 built by FMC³. A new experimental version of it had just been developed using a 6V53 GMC diesel engine. Canada decided to try this new model and one was sent to the proving grounds in Orleans. During the summer and fall of 1963, I and a team of drivers and mechanics drove it hard on the tracks, swam it in the ponds, took it apart and re-assembled it in the workshop to prove the maintenance manual and tested its cold weather starting capability in the National Research Council cold chamber. It passed all tests with flying colours. The Canadian Army bought it as the M113A1.

The Army's plan was to convert its infantry brigades to mechanized brigades by the summer of 1965. Infantry battalions in those days included a few "attached" RCEME soldiers who were mainly armourers with a few wheeled vehicle technicians to look after the battalion's few vehicles. The conversion included expanding the battalions' unit maintenance capability by forming Maintenance Platoons. For 4 CIB⁴ this was done

by posting the Commander and a WO2⁵ from each of the three Armoured Regiment LADs located in Canada to Germany where they formed the nucleus of the three newly formed infantry battalion maintenance platoons. The technicians posted in, however, were all wheeled vehicle technicians so a M113A1 maintenance training school was set up as a sub-unit of 4 Field Workshop RCEME in the fall of 1964 to train the mechanics. The School⁶ was given a training kit comprising two complete M113A1s (one of which was CAR 65-35000⁷), a full range of parts, major components and tools as well as the services of two FMC field representatives for several months. I was posted to 4 Field Workshop RCEME that summer as the Recovery Platoon Commander with a secondary duty of setting up and running this school. The training kit arrived in the fall of 1964.

The two APCs arrived early one morning. They were resplendent in Canadian khaki paint but with large USA "Hands across the ocean" lend-lease decals on their sides. "Cover up those decals," the Workshop CO, Major Percy Bateson ordered, "and put on 4 Fd Wksp Tac signs⁸. The Brigadier is on his way down here to see these APCs and I want him to see that they are here

for maintenance training not operational driver training!" Thus, CAR 65-35000 began life as a maintenance training aid.



APCs were new stuff in the Brigade then and interest in them was extremely high. We scheduled our courses to be three weeks long with a week off in between. During each course the APCs would be driven by the students then disassembled and rebuilt. During the week off we would run "familiarization" courses and the infants came in flocks to try their hand at the tiller bars. By the summer of 1965 the school was

CAR 65-35000: a Venerable Old APC (continued)

closed down, its job completed, and CAR 65-35000 was sent off for a major overhaul. I think that every one of its bolt holes was worn out! The major assemblies being similarly worn out were probably disposed of.

Time jump thirty years to about 1995. I received a message telling me that CAR 65-35000 was at 202 Workshop Depot much the worse for wear after 27 years of hard use and a mine strike. The log books show the history of this vehicle from its start in the 60s as a maintenance training aid through years of operational service in Canada's NATO

brigade in Germany to UN deployment where it struck a mine in southern Croatia near the Medak Pocket in the 1993-94 time frame. Sent to Canada for repair, it was found to have been too damaged to make repair feasible. It was then stripped and the hull sent to CFSEME as a maintenance training aid. Its career had come full circle.

In an informal conversation a couple of years ago with Dan Glenney, the Curator of Collections at the

Canadian War Museum, he expressed a desire to have this vehicle sent to the Museum as representative of a vehicle which has served the Canadian Army well for forty years. CAR 65-35000 was sent to 202 Workshop Depot for the long process of preparing it for the Museum.



In this story of APC CAR 65-35000 lie the roots of much of what we do today. Today our combat arms are mechanized, as is most of our forward logistic support. It all started with the mechanization of the infantry in 1965. CAR 65-35000 was part of that. Today we have a system of extensive research and development contracts extending sometimes over many years and even looking at lifetime costs. It is a system that is continually changing with the times. That change started

with the failure of the contracting system under which Canada tried to develop the Bobcat and subsequently bought CAR 65-35000 and the M113 family of vehicles. The idea of having maintenance training lead procurement was embedded in the first M113 contract. CAR 65-35000 represents that idea.

Prior to 1965, RCME was represented strongly in rear area workshops, and in front line LADs in armoured, artillery and engineer units. When CAR 65-35000 was bought in 1964 this representation was greatly expanded by the introduction

of mechanized infantry battalion maintenance platoons. RCME really started moving into the front line that year. During that winter, one side of the workshop in Fort Chambley (my Maintenance Training School) used CAR 65-35000 to train vehicle technicians for infantry battalion maintenance platoons. On the other side of the workshop the Forward Repair Platoon was experimenting with ideas to ensure that all combat vehicles could be repaired in situ.

CAR 65-35000: a Venerable Old APC (continued)

From that start, forty years of focusing on keeping equipment fit for operations and using all possible innovations to do so has raised our Branch's value on the battlefield and during peacekeeping and humanitarian missions around the world.

You could say that CAR 65-35000 has been there for all of that. Thus demonstrating the importance of preserving this vehicle.

Arte et Marte

Notes

1. APC = Armoured Personnel Carrier.
2. CAR = Canadian Army Registration number.
3. FMC = Food Machinery Corporation.
4. CIB = Canadian Infantry Brigade.
5. Captains Al Adams, Gord McCulloch and George Keyes and WO2s Herb Krupp, Joe Trinka and one other whose name I have forgotten. A Warrant Officer (Class 2) was equivalent to a Master Warrant Officer today.
6. A similar school with training kit was set up in Canada.
7. I think that the other APC was CAR 65-35001.
8. A vehicle tactical sign in 1965 was a 7-inch square painted in corps colours with the unit number superimposed in white. Tac signs were painted on the bumpers or front and rear of the hull. For 4 Field Workshop the colours were blue over yellow over red in equal horizontal stripes with a 21 in white.

EMEA Best Craftsman Award

The EMEA is proud to sponsor awards to the Best Craftsmen in each Reserve Service Battalion, ARAF, and deserving reservists that are nominated from 1st line units - one from each Reserve Brigade. This program has been in effect for several years now and each year we ask for nominations. This year we are using this venue to get our message out.

The Reservist is a very important and integral part of our EME family. Look around any workshop or unit and you will see someone with a reserve background. Indeed many

of the deployments around the world have Reservists in their ranks. It is a credit to these men and women that they integrate so smoothly into the main stream that it is impossible to distinguish Regular personnel from Reserve personnel.

The criteria for selection has now been well tested. They must be a Craftsman or Corporal (not Mcpl) and have demonstrated that they are deserving of this award through their attendance, dress & deportment, attitude, community service, leadership/resource

management, passage of trade knowledge (with respect to peers and superiors), and initiative.

It is our intent to continue to give out these awards at our annual business meeting in the fall. In order to do this we require your submissions no later than the end of September 2005. All submissions can be sent electronically to ggoddard@accesscomm.ca or by mail to: Major G. Goddard, 16 (Saskatchewan) Service Battalion, 1600 Elphinstone Street, Regina, SK, S4T 3N1.

What Does AMSE Mean to You?

By: Cpl G.F. Osvald, AMSE Section, 8 Wg EME Sqn, Trenton

One of the lesser-known areas of work that is an area of responsibility belonging to Electrical Mechanical Engineering Sqn is Aircraft Maintenance Support Equipment (AMSE). Although it's not the fancy equipment with wings, AMSE is other equipment critical to flying operations. AMSE includes a myriad of unusual looking pieces of equipment found at all air bases and across the flight line here in Trenton. These oddities include equipment such as the 400 Hz diesel generators used for powering up aircraft engines. Here are a few more names sure to spark your interest - prop sling, Herc engine stand, oxygen cart, 30-ton tripod, Air Start Unit, hydraulic jacking console,



Cpl Chris Cleary double checking connections on a CSU

and portable stairs. EME Sqn's AMSE section is responsible to ensure the operational readiness of all AMSE, as without the equipment,

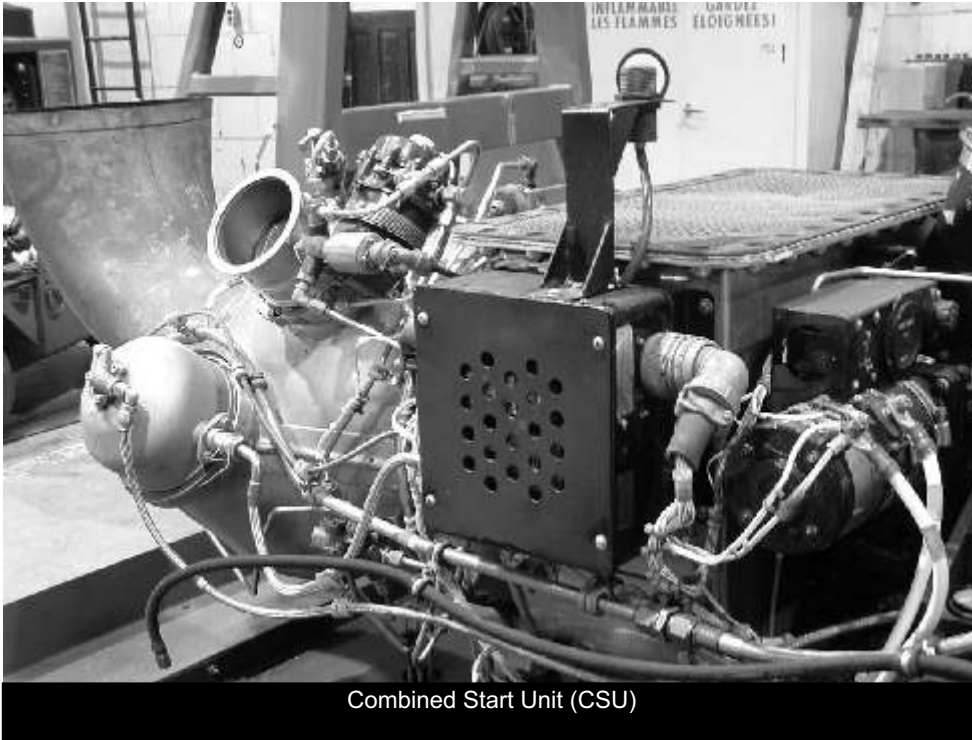
aircraft could not be serviced or repaired.

AMSE section has approximately 800 items to maintain. This is done by the hard work and dedication of only six EME soldiers - four Corporals, one Master Corporal and one Sergeant. Some of the work is routine mechanical maintenance such as inspecting and servicing wheel bearings. However, the work often becomes a little more interesting when, for example, we are required to diagnose a faulty relay on a Combined Start Unit, which is a gas turbine used for starting aircraft, a combination of many stainless steel pipes and wires! The work is meticulous and detailed, where accuracy is



Sgt J.E. Robichaud running the place

What Does AMSE Mean to You? (Continued)



Combined Start Unit (CSU)

paramount. The reasons for this are very serious; contamination in an aircraft's propeller hydraulic system due to an imperfect filtration system could potentially result in tragedy.

All the hand tools used in the AMSE section are identified and tagged individually, from every ratchet and screwdriver to every socket and extension. Each item is accounted for at the end of every day to ensure that nothing ends up on the tarmac or the runways. Even one 3/8-drive socket could severely damage a jet engine if it were to be sucked into the intake.

Understanding hydraulic systems and wiring diagrams as well as a sixth sense for all things mechanical are required when you work in

AMSE section. It is not unusual to get a piece of equipment with a 942 tag stating, "hydraulics bleed down from aircraft when I go for

break". This may be a tough one, especially if you're the new guy and the 942 tag is attached to a big green metal box on casters with a couple of levers and valves and some weird gauges on it. Since these pieces of equipment are not included in our standard training package at the EME school, everyone in the AMSE section has to constantly ask ourselves, "what is this thing, what does it do, and on what aircraft?" and troubleshoot from there.

All in all, AMSE section is a very challenging and interesting place to work. A lot of mechanical knowledge can be obtained through the experience. As we say, ARTE et MARTE; by Skill and by Fighting.



MCpl J.R.C. Beriault replacing a fuse in a Stewart Stevenson Generator

Brigadier-General Holt's Visit to 5 Field Workshop, 5 General Support Battalion

By: Capt C. Couture, G4 Ops, 35 CBG HQ, Valcartier

During his visit of 13 December 2004 to 5 Field Workshop, 5 General Support Battalion, Brigadier-General Holt took the opportunity to visit our unit's training platoon.

During the visit, WO David described the organization to Brigadier-General Holt, (1 x Capt, 1 x WO, 1 x MCpl and 1 x civilian instructor) and explained how we train the QL4s. The first issue discussed was the rotation plan (four months in length) for craftsmen in the different units of 5 Brigade and 5 ASG, which is designed to give them as much experience as possible on the various type-A and type-B vehicles. The second topic of discussion was our four-week validation course. The purpose of the course is to check the practical skills and theoretical knowledge they acquire during the training period

(18 months maximum). During this validation phase, to prepare our young technicians to speak in front of groups, we asked them to prepare a technical presentation 20 to 30 min in length on a subject related to their trade. To our great surprise, they displayed extremely good public speaking skills. The validation process was completed by a theory exam consisting of 100 questions. On graduation day, the Equipment Technical Sergeant Major (ETSM) presented the posting messages, and they received a Certificate of Achievement for their QL4 training.

From a long-term perspective, the continuing improvements to the platoon in recent years and the active involvement of 5 Field Workshop management means that the training platoon has built itself a sterling

reputation within the EME Branch. The career managers have also noted a superior performance among the 129 technicians trained by our platoon. Most of the technicians completed their training with extremely high marks. Furthermore, the members of 1 General Support Battalion Edmonton paid us a visit on 28 October 2004 to acquaint themselves with our procedures and structure and to make the most of an opportunity to train and organize their platoon as effectively as possible. It is with great pride that we see our efforts rewarded in the scores and performance of our young technicians.

Arte et Marte



Brigadier-General Holt's visit to 5 Field Workshop, 5 General Support Battalion

14 Wing EME Sqn Tours CFB Halifax - MCpl PD Program

By: MCpl D. Rose, 14 Wg EME Sqn, Greenwood

On 15 Sept 04, EME Sqn MCpls from 14 Wing Greenwood toured the dockyard facilities at CFB Halifax. Part of a continuous professional development program for junior supervisors, the visit was designed to enhance their knowledge with respect to how the Canadian Navy operates as well as gain insight into the day-to-day lifestyle of a sailor aboard ship. Each of the MCpls who participated definitely has a new appreciation and respect for the Canadian Navy; in particular its personnel.

The day was divided up into two phases. During the morning, we toured the HMCS Charlottetown and in

met and welcomed aboard the HMCS Charlottetown by Lt(N) Trevor Scurlock and Lt(N) Dave Hooper. Following a brief description of the ships specifications and a detailed explanation of what the ship's responsibilities were within the Canadian Navy, it was time to tour the ship.

Throughout the morning, we managed to visit all areas of the ship. We discovered that the ship makes extensive use of Canadian-designed computer technology for integrated propulsion and machinery control, communications, and combat systems. It is equipped to operate with

of movement and had adequate eating, messing and relaxation facilities. All sailors regardless of rank had specific responsibilities to carry out and each individual job was crucial to the overall success of the mission. It was obvious to the entire group that they performed their job with extreme pride and outstanding professionalism. Naval traditions are truly unique and must be seen to be appreciated.

Following a quick lunch at a local downtown Halifax establishment, it was back to the dockyard to partake in the afternoons activities. We arrived at D200 FMF Cape Scott and were met by Mr. Ying Lou. He arranged for us to tour the engine rebuild/repair workshop, the electrical section and the weapons overhaul shop. MS MacMullin was our guide for the afternoon. He provided a thorough and extremely interesting briefing and put into perspective how important FMF Cape Scott was to sustaining naval operations.

I would like to take this opportunity to thank members from the HMCS Charlottetown and FMF Cape Scott. I am confident that everyone involved came away with a new perspective and better idea of how the Canadian Navy not only carries out its duties and responsibilities but also the maintenance and logistical support required to maintain its fleet of ships.

Arte et Marte



From left to right back row: MCpl Lirette, MCpl Holmes, MCpl Crozier, MCpl Pelletier, MCpl Payne, MCpl Rodrigue, MCpl Nickerson, MCpl Waldrum, MCpl Murphy, MCpl Wredenhagen, and MCpl McClaren.

Kneeling: Capt Coleman, Lt(N) Hooper, Lt(N) Schurlock and MWO Milberry.

the afternoon we visited the FMF Cape Scott, the Navy's Ship Repair facility. The morning began at 0700 hrs, with a 150 km bus trip from 14 Wing Greenwood to CFB Halifax. Upon our arrival in Halifax, we were

11,000 kilometers and a crew of approx 220.

Our MCpls were surprised to discover that although space aboard ship was confined, sailors maintained freedom

one Sea King helicopter consisting of a crew of twelve. Capable of speeds in excess of 30 nautical miles per hour (55 km per hour), this frigate has a normal operating range of

Western EME Spirit

By: Cpl M.T. Mulvihill, Maint Sect, B Bty, 1 RCHA, Shilo

Here we are sports fans. The unofficial 2nd Annual Western Area EME Hockey Tournament was held once again in beautiful downtown CFB Shilo. This was the premiere event for EME personnel from the West. Four teams, representing 1 RCHA LMT, 2 PPCLI, 17 Wing and



Opening face-off between 2 PPCLI (white) and Base Maint.

Base Maint Shilo were involved this year. The event began on 24 February, with a meet and greet and pizza supper held at the junior ranks club, which proved to be a good chance to size up the competition or at least find out who couldn't skate. The evening was a resounding success and proved to be an accurate prelude for what was to follow. The Commander of 1 CMBG, Colonel Grant, granted us a few moments from his busy schedule to assist in the opening ceremonies at the Gunner Arena on Friday morning. Colonel Grant also dropped the first puck of the game, in

a face-off between the 17 Wing A4 EME, Maj Barton and the Tech Adjt 1 RCHA, Lt Cahill.

The first action packed game brought the usual level of defeat to the EME members of 1 RCHA losing 7-1 to 17 Wing, the returning champs.

Never ones to go down without a

fight, we incurred a couple of penalties to ease our thrashing. 2 PPCLI was pitted against Base Maint in game two. These teams were equally matched and fought a good fight, leaving the win to 2 PPCLI, 2-1.

The most severe beating came in game three, when Base Maint crushed LMT 12-5. Not many shots on goal, but the team got four penalties that game. Game four saw the return of 1 RCHA LMT versus 2 PPCLI. Once again LMT managed a loss against a worthy opponent, losing 6-3 to 2 PPCLI. This was the only game of the tournament without penalties. Was it good sportsmanship? Or maybe we were just too tired?

Base Maint returned to the ice in game five to be defeated by 17 Wing 5-1. These guys must have been

well rested, as Base Maint had the energy to acquire eight penalties during this game, resulting in the only player expulsion for too many penalties by a single player. No names will be mentioned, but the goon knows who he is and yes, "it's all the referee's fault". The last game of the day brought 17 Wing and 2 PPCLI to the ice. Now that 17 Wing was completely warmed up, they provided hockey fans with an outstanding performance pounding 2 PPCLI 6-0. At the end of the day all four teams were sore and tired but all remained excited for the finals that were to take place the following morning.

The first game of the finals got underway Saturday at around 1000 hrs. 1 RCHA LMT squared off



Mrs. Naturach presenting the MVP Trophy to Randy Haskett

Western EME Spirit (continued)

against Base Maint once again but this time we were prepared for a thorough thumping. With lowered standards in hand, 1 RCHA LMT took to the ice and miraculously defeated its arch nemesis, Base



High-speed action during the LMT versus 17 Wing (white) match.

Maint, 6-5 in overtime. This was the only recorded win for 1 RCHA in the tournaments two-year history. The victory catapulted 1 RCHA LMT into a solid third place standing. The last game of the tournament saw 17 Wing against 2 PPCLI, vying for the coveted championship trophy. The game was an intense display of skill and strategy, rivaling that of the so-missed NHL or maybe just the bumbling luck of a bunch of old EME guys. Once again, 17 Wing was victorious over 2 PPCLI, in overtime, with a final score of 3-2.

The win for 17 Wing brought them back to the winner's circle for the second year in a row. The trophy this year was provided by 17 Wing and presented by Capt Hingwala to 17 Wing Winnipeg as the

Tournament winners. The Sonny Naturach Memorial Trophy, for tournament MVP, was provided by Base Maint and presented by Mrs. Naturach to Randy Haskett of 17 Wing.

The Jim Mackay Memorial Trophy, for Top Goal Tender, was provided by Base Maint and presented by Mrs. Mackay to Jeff Simms of 2 PPCLI. The Tournament's Most Sportsmanlike Team was provided by 1 RCHA LMT and was presented by MWO Martyn to the 1 RCHA LMT team. All of the winning teams were given a plaque to take back to their respective units so that they could display their triumph.

Special thanks goes out to Cpl Radford, Cpl Matyjanka, Cpl Purcell, MCpl Doucette and Sgt Roberts as the event organizers and to the canteen committees from 1 RCHA LMT, 2 PPCLI and Base Maint for their outstanding support to the Tournament and the excellent burgers from their Burger / Refreshments table. Last, but not least, we would like to thank the referees for a job well done, "Hey Refs, the players didn't really mean what they said".

The EME Branch Kit Shop

MESS DRESS KITS



Available in Baratheia or
Doeskin
GOOD PRICES
Visa
Pay allotment
Post Dated Cheques



Available for all
Branches of service
Allow 4-6 weeks for
delivery
Orders not exactly
as shown
Some used kits available
from time to time

And All Your EME
Accoutrement Needs

EME Branch Kit Shop
CFSEME, BLDG A-254
PO Box 1000 Station Main
CFB Borden ON L0M 1C0
Tel: (705) 423-2138
Fax: (705) 423-3800

CFSEME Hosts the 3rd Annual Warrant Officer J.R. Muise Memorial Hockey Tournament

By: Capt M.J. Cole, CFSEME, Borden

The 3rd Annual WO J.R. Muise Memorial Hockey Tournament took place 6-10 December 2004 at the Andy Anderson Arena in Borden, Ontario. It involved 10 teams from across Canada, as well as 2 teams from the United Kingdom competing for three divisional trophies, named the Arte, Marte, and Sadie Divisions.

CFSEME has been hosting the Hockey Tournament for the past 11 years, providing the participants with a venue to meet old acquaintances, share past experiences, as well as participate in some friendly competition. Formerly called the EME Hockey Tournament, the name was changed at the end of the 2001 tournament to honour Warrant Officer J.R. Muise, who passed away from cancer in 2001. Warrant Officer J.R. Muise is fondly remembered as a man who demonstrated the true qualities of sportsmanship and who played with heart in every sport he participated in.

The teams involved in this year's tournament included the REME Stallions, BATUS (British Army Training Unit Suffield), Valcartier, three teams from Petawawa, a team from Ottawa, Kingston, London, two teams from

CFSEME, and a team from Base Maintenance, Borden. The Director General Land Equipment Program Management, Brigadier General Holt, the School Commandant, Lieutenant Colonel Carrier, the acting School Sergeant Major, MWO Sherwood, and our special guest Marilyn Muise participated in the opening ceremonies. After the first puck dropped, the competition and fun continued from Monday right through until Friday afternoon.

Although some games were one-sided, the majority proved to be very exciting to watch. Games that require a special mention include the REME vs BATUS game, the BATUS team appearing to have picked up some ringers from the London team (Rick Berry looks like your slowing down in your old age). The semi-final Arte game, Valcartier

vs CFSEME was an extremely exciting game featuring incredible saves and chances from both teams. CFSEME, always the crowd favourite at the tournament, was unable to advance to the finals this year after Valcartier scored with less than one second remaining (although some would say they scored after the buzzer, the referees tended not to agree). Valcartier went on to play Petawawa in the finals, but proved to be no match for the offensively talented Petawawa team, losing 7-3.

The Marte Division Final proved to be an amazing game as well, with Ottawa battling against the mixed team from London and Halifax. Ottawa appeared to have the edge, given their stacked team from various units within Canada and even the USA but were unable to



The winners of the Sadie Div Kingston showing off their hardware.

beat the lightning speed of the London Team, well maybe not lightning, but it sounds good. The Sadie Division final pitted Petawawa



Craftsman Muirhead (REME) piping in the dignitaries and flag party.

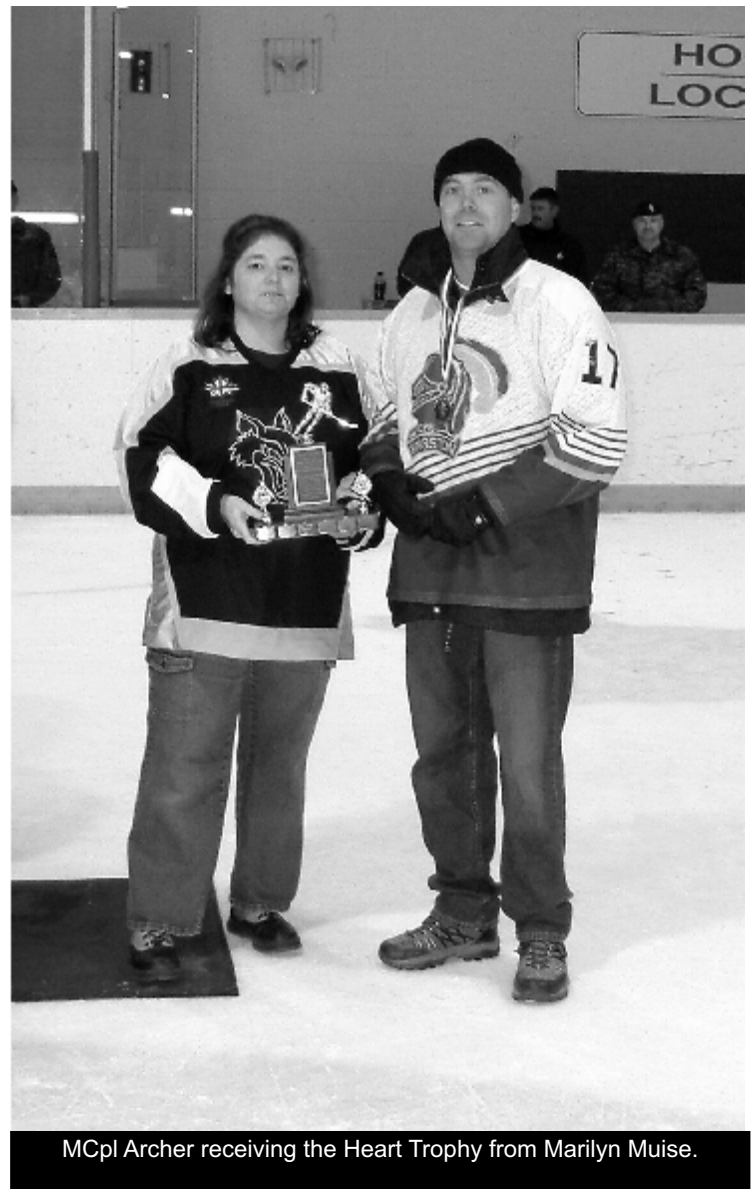
against Kingston, although this Division features less experienced players, it did not lack in excitement, with both teams battling it out in front of their loyal fans. Unfortunately for Petawawa, the team from Kingston was placed on a six o'clock curfew by Warrant Officer Snook, a no nonsense Senior NCO who wanted his name on something other than a charge

report. With a well-rested team behind him, Kingston was able to roll onto victory.

The School Commandant and acting SSM, along with Lieutenant Colonel Edwards (REME), the Colonel Commandant, Colonel Nappert, Marilyn Muise and her daughter, Christa, officially brought the tournament to a close on Friday afternoon. As with all large events, there is a base of volunteers that are assembled to "make it happen". Thanks to the efforts from the organizing committee, its volunteers, and the Andy Anderson Arena Staff, Mr. John Whittle and Mr. Regean Madon, and our sponsors who are too numerous to mention here, the tournament was a huge success. A special word of thanks goes out

to the REME and BATUS teams who bring more than just excitement and competition to our tournament, you bring esprit de corps! See you all next year.

Arte et Marte



MCpl Archer receiving the Heart Trophy from Marilyn Muise.

Join the Maintainers

By: Cpl J.O.R. Descheneaux, Maint Coy, 5 Svc Bn, Valcartier

For most EME members, the term “Service Battalion” invariably evokes certain memories ...Many of them remember how they began their careers as technicians; some were just passing through, while others will end out their careers in our Branch.

Whether or not we enjoy the experience, one day or another every one of us spends some time in one of these battalions. For EME members at LFQA, the Svc Bn refers primarily to a building: Bldg 324 at CFB Valcartier. Since the formation of 5 GS Bn, 324 has seen a lot of changes, as most of the 2nd line support organizations in the CF probably have.

What is unique about 324 is the on-going joint occupancy of the building by two separate, yet quite distinct, organizations. As with any situation involving co-habitation, it sometimes creates constraints with missions, management, budgets and objectives. At 324, CS Maint Coy could more often be described as a lodger than a co-occupant.

These constraints now form part of the daily routine of 324 personnel who, over the years, have managed to benefit from them or quite simply ignore them. Despite the political undercurrents, one can still see the real motivating factors that drive our

members; I would offer an example.

Having received the task of changing the guns on the 105-mm LG1 GIAT mortars belonging to 5 RALC, our weapons technicians from B PL CS Maintenance Coy began the job of gathering up their innumerable and often permanently mislaid tools in order to perform the task on-site as required.

The task takes about 2 hours on a good old 105-mm C3, now on pre-retirement service in the Reserve. We were therefore confident that we could maintain the same pace on our GIATs, which are modern, recently purchased and still new. What a mistake! GIAT manufactures a modern and multi-purpose gun that is even capable of being dropped by parachute. It is manufactured using amazing technological innovations and constructed of robust, light materials like aluminium. Okay! In fact, the CF are one of the few forces in the world who have acquired these guns, yet they have been unable to stock their shelves with all the spare parts needed. (GIAT was apparently sold and the parts sub-contracted, etc. Go figure!)

Of course, like any good military task, we had to reinvent the wheel before hitting the road. Fortunately for us, that wheel already had a

blueprint, since Mr. Urquhart of CFB Gagetown had encountered the same problems and, working with the LCMM, had developed sound techniques that had proved effective for them!

Building on the experience of the Gagetown technicians and the miracle procedure they had sent us by electronic mail, we asked the Mat Tech Section to modify the ridiculously inadequate and breakable special tools furnished by GIAT.

Once at our destination and settled into the 5 RALC chapel, our technicians and those with the unit tried to follow the new procedure, never before attempted at Valcartier.

First step: freeze the gun with dry ice, heat up the nuts and use some friendly persuasion. Despite the sustained efforts of four 421 technicians, three Officer Cadets on OJT, a control Warrant Officer and an artillery captain swinging a light sledgehammer, our only accomplishment was to observe that one of us was refusing to budge...and it was the gun nut!

Following another round of discussions with the Gagetown technicians, we decided to try welding the wrench, breaking it and then welding it again on the gun nut. Since there were no Mat Techs in

Join the Maintainers (continued)

the unit, we had to move the guns over to 324. Of course, after receiving our request, the Mat Techs lost no time in making fun of us. How many 421s does it take to do the work of a 441??? No one really knows because we have yet to find one!!!

Armed with an imposing array of Enerpac, bracing bars made by 5 GS Bn machinists, acetylene torches, dry ice, 20-lb sledgehammers, wood blocks, portable cranes, a massive aluminium block used as a battering ram and strong and extremely persuasive metal bars, our new team resolved to break the deadlock.

The drama that unfolded in a corner of 324 was highly entertaining and attracted a crowd of spectators. What greeted the eye was a motley crew of civilian and military machinists, civilian and military Mat Techs, civilian and military weapons techs, technicians from every rank and every unit, and officers, notably our ETQMS scanning a piece of equipment with a critical eye. It was a beautiful sight!

Although thoroughly interesting, the spectacle could easily have been deemed excessive by the untrained eye. I personally saw the spirit of

our members at its best. I saw a situation where the organization you belonged to didn't count, where your trade or rank meant nothing. I saw the true nature of the Branch and the significance of the word: "Maintainer". I saw the strength and skill of our people working side by side to achieve a common objective. I saw our members refusing to be defeated by a technical or mechanical problem and work together to resolve it. I saw only a single team, a team of "Maintainers".

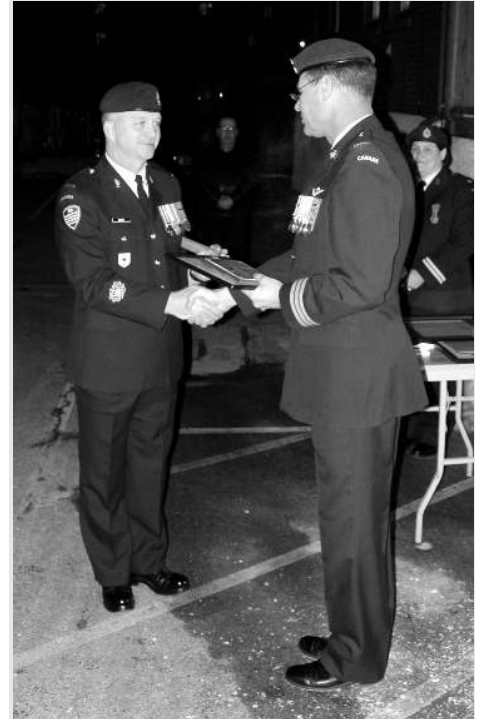
I can tell you that when that barrel nut finally gave way thanks to our unstinting efforts, we could see - or should I say hear - the satisfaction of every person from one end of the building to the other.

We expect to speak about the exploits of our predecessors overseas in time of war. But I have a firm conviction that should we be called to do our duty we will perform our own deeds of valour, what is expected of us and more. I had the proof that day, as did everyone who saw what happened.

ARTE et MARTE

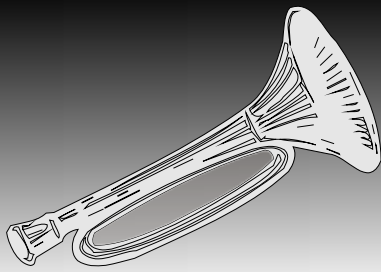
Duty above all !

DDC Instructor Achievement Award

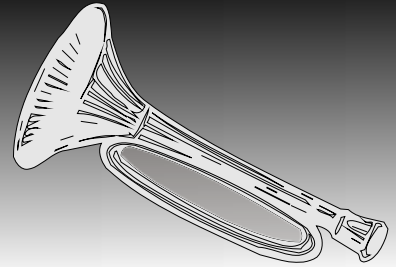


Halifax. MWO Steve Quilty G4 Maint (Sergeant-Major, 36 CBG HQ) receives the DDC Instructor Achievement Award-Gold Level from LCol C. Corry, COS, CBG HQ at Royal Artillery Park in Halifax on March 25th, 2004.

MWO Quilty, a 27 year member, received this prestigious honour in recognition of his completing over 500 hours of Defensive Driving Instruction / Training Instructors and in recognition of his commitment to safe driving within the Canadian Forces.



LAST POST



Sgt (ret'd) Benoit Ally, CD
11 March 2005

Benoit Ally passed away at the age of 62. He was a member of RCME (1962-1988).

William Harry "Bill" Blunston
18 December 2004

William Blunston passed away at the age of 60. In his early years, William was a heavy equipment mechanic with the RCME. He later was employed with Fredericton City Transit as a driver and mechanic, and most recently as a commissionaire for the RCMP. Bill was a member of the Royal Canadian Legion branch #4.

Clement Sochasky
22 December 2004

Clement Sochasky passed away at the age of 82.

Sgt (ret'd) Harold Francis "Russ" Russell
27 December 2004.

Lennard Louis Eugene Freeman, CD
1 January 2005

Lennard Freeman passed away at the age of 79. Len proudly served his country as a member of the CF for 35 years, after joining as a boy soldier at the age of 17. He retired from the service as a Regimental Quartermaster at the Royal Military College in Kingston, Ontario in 1978.

Arthur Gayton McKinnon
21 December 2004

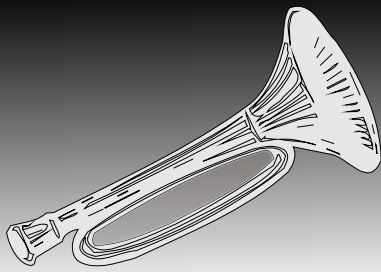
Arthur served with the Canadian Armed Forces for 34 years as a member of the RCME and later with the 403 Squadron at Base Gagetown. He served in Germany, Egypt and several bases throughout Canada. He also was a member of Royal Canadian Legion Branch #93.

Maj (ret'd) Pierre Gerard "Gerry" Pothier
7 December 2004

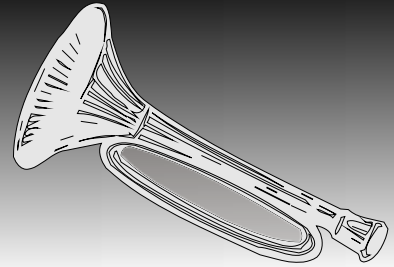
Gerard Pothier was commissioned in RCME after graduation from St. Mary's University with a degree in Engineering and retired 32 years later as a Major having served in Soest, Chilliwack, Gagetown, Ottawa, Borden and Halifax. After retiring, he served with the reserve RCA Unit in Yarmouth, NS.

George Henry "Harry" Stewart, (1924-2005)
16 February 2005

Harry served from 1943 to 1946 as a member of the Canadian Forces Overseas in the Royal Canadian Ordnance Corps and the RCME Corps, in Canada and the United Kingdom, as a telecommunication mechanic. While serving in the CF, he received the Canadian Volunteer Service Medal and Clasp and earned a number of athletic medals: shot-put (1944, 1945); running (1/2-mile, 1945); and discus (1944, 1945). After the war, Harry spent 29 years-plus in the Public Service as an engineer.



LAST POST



**William Howard Gardiner
19 February 2005**

William Gardiner passed away at the age of 67.

**William 'Bill' Robinson
3 April 2005**

Mr. Robinson was with the RCME for 26 years and served in the Korean War.

**MCpl (ret'd) Gerry Gallant
13 February 2005**

Gerry Gallant passed away at the age of 43.

**William T. Nickson
23 April 2005**

William Nickson has been enrolled in the RCME in 1947. He served in 1951 as a craftsman attached to Princess Patricia's 2nd Bn in Korea where he was severely wounded in action at the Kap'Yong Valley. He completed a full military career as a technician with the RCAF, and was a Stationary Engineer for many years prior to retirement.

**Earl Milford Faulkner
27 March 2005**

Earl Faulkner passed away at the age of 71. Earl retired in 1985 from the Royal Canadian Electrical Mechanical Engineers after 33 years of military service which found he and his family posted across Canada and in Europe. Earl proudly served two tours of duty with the United Nations in the Middle East.

**LCol (ret'd) Garth Lee Trider, CD
26 March 2005**

Garth Trider graduated from the Nova Scotia Technical College with a degree in mechanical engineering. He was a long-time employee of Environment Canada, and was a member of the Canadian Army Militia, where he served as the Commanding Officer of 33 (Halifax), Service Battalion as well as many staff appointments at the headquarters of the former Militia Area Atlantic and Western Nova Scotia Militia District. He was a Director, and was currently serving as President of the Army Cadet League of Canada (Nova Scotia Branch). He was a member of Branch 24, Royal Canadian Legion, Bridgewater and a member of the Admiral Desmond Piers Naval Association.

**Cyril James "CY" Treen
2 May 2005**

Cyril completed 20 years with the Canadian Armed Forces with RCME.

**William Charles "Bill" Brown
10 February 2005**

Proud veteran of WWII. Member of RCOC and RCME.

**Charles Hillyer
4 January 2005**

Veteran of WWII, 1st Canadian Division, RCME.

**WO (ret'd) Richard Crayden Ross
21 June 2005**

He was a member of the Canadian Armed Forces and served 24 years in RCME and was a veteran of UN Peacekeeping, retiring as a Warrant Officer.

**James B. Gallant
8 January 2005**



Murphy's Law

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

There is no such thing as a perfect plan

