

Canada



EME Journal

Issue 1/2009

The Magazine of the Electrical and Mechanical Engineering Branch



EME



AROUND THE WORLD



Support
our companions
in Afghanistan



EME Legacy at the WO's & Sgt's Mess at Valcartier Garrison

By: MWO Daniel David, Maint Coy,
5 Cdn Svc Bn, Valcartier

Three tables for the EME Branch at the WO's and Sgt's Mess at Valcartier Garrison were unveiled on 23 October 2008. In 2006, the old EME tables had been removed and replaced by tables that matched the new furniture. Once that happened, the WO's and Sgt's in the EME community at Valcartier Garrison no longer had their regular tables to sit at during TGIT (Thursday evening happy hours). At a Mess meeting in 2007, Mess members voted in favour of bringing back their tables. Several months later, CWO Lavoie, the ETSM, and myself prepared a first sketch of three five-foot tables with a variety of carved patterns. The main goal of this project was to enable NCOs from the EME Branch to regain their identity during gatherings at their Mess and show their team spirit.

The materiel and armament technicians from Maint Coy greatly helped craft the table legs and engrave QL6A badges for the four occupations into brass plaques. Two members of 1 Royal 22e Régiment actively helped with the carving and joinery work (see picture page 27 ... EME Legacy). A year previously, 1 R22eR had asked Maint Coy to restore the Régiment Brent Carrier, and 1 R22eR had been very satisfied with the work. The moral of the story is that if you help people out, they will help you one day. A very special thank you to 1 R22eR Svc Coy for a great contribution to this

project.

Approximately 11 months after the early stages of the project, the three tables were unveiled in October 2008. I must also thank MWO Stéphane Bouffard, with whom I worked closely for about three months to manage the project, his help was much appreciated. The SMET, CWO Thibault, invited all of the EME WO's and Sgt's from Valcartier Garrison and a number of special guests who participated in the project to the unveiling on 23 October 2008. We started by introducing the special guests who worked hard on this project; we then proceeded to unveil the three tables. All of the members in attendance were very impressed with the quality and exceptional finish. All of the EME WO's and Sgt's at Valcartier are proud of this accomplishment and will make a point of going to see the tables every week for many years to come. All WO's and Sgt's from the EME community in Canada are invited to the Mess during their next visit to the Quebec City area.

By skill and by fighting / Arte et Marte



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: Bgen (retired) P.J. Holt, OMM, CD
Branch Advisor: Col S.P. Myers, CD
Branch Chief Warrant Officer: CWO J.R.D. St-Jean, CD

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Call for Articles Edition 2-2009

Theme for the next issue : **EME AROUND THE WORLD**

We invite you to send your stories relating to the above mentioned theme (maximum of 800 words). Other articles that are non-related to the theme are welcomed as well, and will be published if space is available. We also invite you to send **photos** to accompany your articles, and if you do, **please send them in a distinct JPEG format** file rather than directly in the 'MS Word' document used for the text. The photos must be at least 300 dpi (dots per inch), and 5"x7" of size or more to qualify for the cover page. Depending on the size of the photos, it might be necessary for you to send them in more than one e-mail (MS Outlook can take only 5 Mb per e-mail).

The author of the article and people portrayed in the photos should be identified, without exception, at the end of the article as follows: rank, initials, family name, trade and unit.

The deadline for submitting your article is September 30th, 2009. The Journal staff reserves the right to select articles and to modify the texts according to the space available.

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Branch Advisor's Message

By : Col S.P. Myers, EME Branch Advisor

EME Around the World



Wow, time sure flies. I can't believe a year has gone by since being appointed the Branch Advisor.

Certainly a sign of the busy times we are in. I always understood how spread out we were, however having spent a good chunk of this past year with the Branch CWO getting out to talk with as many of you as possible, I certainly have a renewed appreciation for "EME Around the World". From coast to coast and deployed around the world, we truly are everywhere the action is.

As I met with many of you this past year I was struck by a couple of things; firstly, everyone is working flat out to meet the needs of our deployed troops and our force generation requirements while at the same time supporting the Institution. Secondly, by the consistency and similarity of several of our challenges, even though we are very decentralised by nature. I wish to emphasize, as I said at Bluebell this year, that we must continue to provide excellent support to CF Land Operations

while starting to put into place the initiatives necessary to ensure we continue to be relevant and successful in the future. That said, I go back to my top priorities that I have set for the Branch; Improve Manning, "Arte" (technical) training and Communication. There is not a single workshop that is immune to the shortages we have within certain trades, and at certain rank levels. It is not just an Army problem, but one that our Air Force and Navy workshops are dealing with as well. As a result, we will not only continue to focus considerable effort on attracting the right recruits over the next several years, but we will also need to collectively work together to retain our experienced leaders and technicians. In terms of technical training, CFSEME is recognised as the Centre of Excellence for all maintenance training and we are working hard to make sure it is resourced accordingly, including a significant investment of resources and effort into our OJT Centers, our QL training, our rationalization of the new equipment training demands, and our simulation. Communication will always be a challenge in a decentralised regiment, so we continue to emphasise the importance of face to face communication, and to capitalize on

the Internet through a new web page that will be launched later this year.

So having seen and spoken to many of you, which included exposing my not so stellar curling skills, I am confident that we are on the right track. We are rising to the challenges in the face of a very high tempo and are making progress on our priorities. And in every place that we visited, we were greeted by a solid group of motivated technicians and leaders who were proud to be part of the Branch, the regiment. So let's continue to work hard, play hard, keep our traditions alive and celebrate and trumpet our successes.

So folks, let me end by returning to EME Around the World. We are relevant to CF ops, in Canada or deployed overseas, because we continue to succeed, to deliver in-mission effects. This is due to the professionalism, technical prowess and leadership of our soldiers - each of you. Remember, we are a regiment of many small units... everywhere. We have shared traditions, culture and purpose. We are made up of very many small "units", from our MRTs, our Dets, sections, platoons and companies,

continued page 9 ...Advisor

Branch Chief Warrant Officer's Message

By: CWO J.R.D. St-Jean, Branch Chief Warrant Officer

EME Around the World



A regiment of many small units...everywhere. There's a nice ring to that. When Col (Ret'd) Johnston first made

reference to those words, he did so with a deep understanding of our distant and recent past. Indeed, you will find EME everywhere the action is, be it one person or a company. This year's EME calendar, which has the same theme, drives this point home.

I certainly joined for the adventure. Although I was employed as an apprentice mechanic in a trucking company, I just could not see myself doing the same routine for many years, so I took a chance and what a blast it turned out to be. The CF and indeed, the EME Branch, allowed me to practice a trade I was very happy with while spicing up both mine and my family's life with numerous "adventures". I suspect a great many of you feel the same way. Some push this need for adventure to the limit. How about Major Catherine Michaud who, right after giving birth, went off with her family of four on a bicycle trip from Zurich to Casablanca during her maternity leave, cumulating over 10,000 KM or LCol René Bourassa and his wife, Major Dany Giguère, who decided to retire after a tour in Afghanistan and depart on a four-year

journey aboard their 39' catamaran around the world, along with their four kids age five to nine. You can witness their adventures at www.catmousses.ca. I guess words can't explain it, but we all know what I am talking about, right?

When we say "a regiment of many small units... everywhere", we also mean that in a country the size of Canada, it could feel like we are in another world from coast to coast. It is mindboggling to think that 7,400 KM and five time zones separate St-John's NL from Victoria BC. To put this in perspective, the size of Canada roughly equals the distance between Kandahar and Halifax. Although we are all part of the same country, the culture difference encountered from coast to coast varies a great deal. I guess the point I am trying to make is that, as CF members, you are routinely asked to move across the country. You pack up your families, sell your houses and head off on a new adventure. This makes you very unique. When you signed the dotted line, you knew that this would be part of the deal, but it never really hit home until you actually had to do it.

As years go by, the family naturally gains importance in your decision making process. The kids are growing and making roots, your spouse has secured gainful employment and it becomes increasingly difficult to "accept the challenge wherever it is". We all want the best for our families

and it is so hard to balance this with an enriching professional career while maintaining happiness and peace at home, especially in the business we're in. The CF is working hard to find ways to facilitate this transition. As part of an effort to retain our personnel, new programs aimed at helping families in areas such as spousal employment, schooling, medical and social support, to name a few, should ease the burden of moving to new communities. I was fortunate enough to have enjoyed every posting while counting on my family to embrace our way of life and, despite the disruptions, we wouldn't have changed a thing. In the end, serving in the CF is not for everyone. Our unique way of life is often accompanied by many growing pains but if nothing else, it makes for great stories (and lies) around a camp fire. One thing will remain true for years to come. We are a regiment of many small units...everywhere. I am very proud to be part of it with people as dedicated and unique as you.

Arte et Marte

EME post its colours again in Kandahar

By : Maj Charles R. Jansen, TFK G4

On arrival to my new post as the G4 for Task Force Kandahar (TFK) and on visiting the various Forward Operating Bases (FOB) it became apparent that we had a number of workshops in need of EME flags. I also noted that the Provincial Operations Centre (POC) within

CFB Halifax, who graciously volunteered to make 15 EME flags ready to mount and to CWO D. St-Jean, EME Br CWO and BGen Ian Poulter for getting this all together. These 15 flags are being distributed to each of the EME workshops at KAF, the FOBs and Camps where

Jansen, Capt P Piotrowski, Maj G.M. Jeffery, and MWO J.R.B. Turcotte. Absent at the time of the photo, Capt Mellissa Ramessar and WO Shirtliff, BG Maint.

The second photo is of myself and Capt Sterling Scott, the EME staff of the G4 Cell, taken in the Provincial



where I work also needed a splash of the right colour. A call to arms for help was sent to both Toronto Chapter of the EMEA, from which I was a former Chapter President, and my mentor and friend, BGen Ian Poulter.

With the help of Lucas Hellemans and Col Gilles Nappert, the Toronto Chapter of EME made arrangements to purchase the flag that now hangs proudly in the G4 corner of the POC. Thanks to CWO Craig Ball, ETSM

they will certainly keep the moral of our techs high.

The first photo is a gathering of EME in KAF representing the various units in Joint Task Force Afghanistan, acknowledging receipt of the flags. They are, from left to right, Maj G.C. Garrard, Maj A. Rogers, Maj D. Coble, Capt A. Dillon, MWO J.D. de Ruiter, Capt M.P. Berube, Cpl G.N. Wiens, Capt S.N. Scott, Cpl C.D. Lalonde, MCpl O.R.G. Brown, Capt J.M. Peel, Cpl J.R. Dowling, Maj C.R.



EME post its colours again in Kandahar (continued)

Operations Centre. This is the nerve center of Joint Task Force Afghanistan, monitoring all operations and activities within the province of



Kandahar. The G4 cell consists of myself, Capt Scott G4 Plans, and Capt Terry Byrd (Log) G4 Ops. This cell coordinates all CSS activity, produces the CSS annexes to the orders, serves as the interface to RC (South) for route management, resolves support issues and develops new support concepts to keep pace with the changing operational tempo. Absent at the time of the second photo, Capt Rob McDonald, EME and the TFK G3 Current Ops, was temporarily assigned as the S3 Ops in FOB Mashum Ghar. Rob is proof of the "Marte" in our motto, and a reminder to the combat arms guys we work with that EME is more than simply fixing things.



During the EME Day in Kandahar, as like many EME shops around the world, we too celebrated here in KAF. What better excuse to get into trouble with both the J6 and RSM. Leave it to an EME guy to sneak up the communications tower and proudly host the colours. We love the branch.

On behalf of all EME here in Kandahar, our thanks and deep appreciation of the brotherhood and

support of the EME Branch. A special thanks again to CWO Ball and Lucas Hellemans for making this possible.

EME life on FOBs – OP ATHENA roto 7

By: Cpl Hum, EO Tech, BOA Wilson

March 2009 marked the beginning of OP ATHENA Roto 7 in Kandahar, Afghanistan. Maintenance support to entities on this operation is performed in two very different venues:

Kandahar Airfield (KAF) and Forward Operating Base (FOB). Working at a FOB is quite different from working in a garrison – the main difference being the temperature and the working environment. During the first month

here, it rained more than expected with the temperature remaining relatively cool. However, since the beginning of May, the temperature has increased and the rain has stopped. Fortunately for us, the dust and sand are kept under control by gravel, which covers most of the ground at the FOB.

The first few weeks involved a lot of clean up and inventory checks, culminating with the move of the EME workshops and garage to a new location not too far from its original position. The new working area is better as it has a concrete pad to work on. The main drawback is the limited overhead protection from the sun, which is a major hindrance as the heat and humidity greatly affect



Ancil techs inspecting a 84mm Carl Gustaf on FW
Personnel : 1. Looking in : Cpl DI Hum, EO Tech
2. Standing : Cpl PG Beauchamp, Wpn Tech

EME life on FOBs – OP ATHENA roto 7 (continued)

the personnel and heat up the tools and metal of the vehicles. Because there is space for only one vehicle in the shade provided from a small wooden roof built between two sea cans, inspections and repairs are mainly done in the open compound, under the sun. With temperatures averaging 40°C (as of this writing), and steadily rising as summer arrives, one can imagine the heat inside the turret of an armored vehicle. Fortunately, supply of bottled water is not a problem.

Due to the logistics of supplying a FOB, the kitchen provides only two hot meals a day, but the food is good. There is a BBQ every Tuesday for supper when the kitchen closes for cleaning, and there are always plenty of goodies in the canteen to keep up the morale.

Once the tools and parts we order come in, repairing vehicles and equipment begins to resemble garrison life – minus the heat. The first weeks saw a heavy demand for parts as the vehicles were in rough shape. In theatre we do many repairs that normally aren't seen in garrison as the vehicles and equipment are pushed to their limits in the rough terrain of Afghanistan. Other factors that affect the time for repair work are the availability of vehicles due to operations and the delay in receiving parts since they are generally only delivered once a week via Combat

Logistics Patrols (CLP). Adapting to your environment is part of life. Often we are required to make things from scratch such as a trailer for the Gator to move around a heavy toolbox (made by the vehicle techs), and bore sight charts for various weapons systems (made by weapon and EO techs). The Armoured Heavy Supported Vehicle Systems (AHSVS) mobile repair team (MRT) with its HIAB crane has proved to be extremely useful for lifting vehicles and transporting generators from FOB Wilson (FW) to various strong points. With a concrete pad in the shop, we were able to acquire a small forklift that is used to move heavy loads. Storage space is limited since the EO and weapons techs share one sea can that acts as an office and small workstation, while the vehicle techs have two sea cans for their parts. It wasn't long before shelving was installed (through the gracious aid of the camp engineer who provided the wood), to increase storage space.

Along with our daily workload, many of us are involved with extra activities for the operation of FW. Tactical Combat Casualty Care (TCCC) qualified personnel and volunteers lend a helping hand at the Role 1 medical facility when injured personnel (mainly Afghan National Army, Afghan National Police and local nationals) are brought in. The

maintenance and supply techs are responsible for the clearing of the Helicopter Landing Site (HLS) for all loads brought in by Mi-8 helicopters (several times a week) and a quick course was given to volunteer firemen on how to operate the fire fighting equipment. With all these extra responsibilities, we do what we have to do with what we have. For those who have never been on a tour, it is a new experience that is extremely valuable and that they will never forget.

Arte et Marte

EME Officers in Task Force Kandahar HQ

By: Capt R.R. Balkaran



Change of Command – CO TFK HQ – LCol Scott McKenzie (left) takes command of TFK HQ from outgoing CO, LCol Kevin Doyle (right). The Transfer of Command is being authorized by outgoing Comd TFK, BGen Denis Thompson (centre).

In keeping with this year's theme of "EME around the World", I found it fitting to mention the important roles EME officers are playing within the TFK HQ currently deployed in Afghanistan. In an organization of almost 300 officers, senior NCOs and NCMs, TFK HQ currently has four EME officers filling key CSS and other positions.

Lieutenant-Colonel Scott McKenzie is the TFK Chief National and the Commanding Officer of the HQ. Major Joe Boland is employed as the TFK G4 and is responsible for tactical sustainment on the battlefield.

Captain Kirk Watson assists him as the TFK G4 Ops and Plans, and Captain Ronald Balkaran works on the national theatre sustainment chain as TFK J4 Ops. These key positions are responsible for and coordinate sustainment from the tactical up to the strategic level, as well key theatre management issues. They are heavily involved in every branch of sustainment of the mission, and are not just limited to applying their LEMS knowledge and experience. Due to excellent branch training that emphasizes developing general Army officer capability as well

as key LEMS skills, EME officers are well prepared to take on a variety of roles in a HQ such as TFK HQ.

HQ 5-09 stood up and started its road to High Readiness in August 2008. The HQ relied heavily on augmentation and was formed with personnel from all parts of Canada; however, this was not the case for the EME officers. We all came from 1 CMBG and had previously worked together in some way or another. As training progressed, things worked extremely well with the rest of the headquarters and we benefitted from

EME Officers in Task Force Kandahar HQ (continued)



EME Officers with TFK HQ – (L-R) LCol Scott McKenzie, Maj Joe Boland, Capt Kirk Watson, Capt Ronald Balkaran.

our previous work together in 1 CMBG. The success of the HQ through numerous demanding exercises allowed us to demonstrate the strengths of the EME branch officers both in traditional CSS roles and as tactical operations planners.

Captain Kirk Watson, TFK G4 Ops and Plans, is the tactical CSS planner within the G5 cell, but is frequently called upon to work tactical plans outside of the pure CSS aspects. In January 2009 during the final Mission Readiness Exercise in Kingston, Ex UNIFIED READY, Captain Watson was thrown in the breach to brief Commander CEFCOM on one of the tactical Courses of Actions (COA) being developed during an Operational Planning (OPP) cycle. His diligent work and high level of

confidence displayed in tactical planning and presentation of his plan earned him great praise, and a Commander CEFCOM coin.

Also of mention is the Light Logistics Detachment (LLD) project. The LLD is a concept brought into action which utilizes pack animals to augment the combat load required to support extended dismounted operations in complex terrain. This project was inherited from the previous TFK G4, Maj Charles Jansen, and is currently being managed and coordinated by both Maj Boland and Capt Watson. It is rather interesting to watch both the G4 and G4 Ops attempt to train these donkeys! Yet another skill set displayed by EME officers in the HQ...

The experience of this HQ yet again proves the value that EME Officers and soldiers bring to the Army and to deployed operations, even outside traditional LEMS roles. As we continue our nine month journey here in Afghanistan, we will continue to do our best to prove the strengths and capabilities of the EME personnel and make the branch proud.

Arte et Marte

... Advisor (continued)

from page 2

right up to 202 Workshop Depot. And we are everywhere the CF has land equipment, from Comox to Valcartier, from Halifax to Khandahar. So when I reflect on what the Branch, the regiment, means to us, I think that the theme of this Journal is actually very fitting – EME Around the World – because we truly are everywhere the action is.

The Leopard Tank Replacement Project

By: Capt B. Watson

The Leopard Tank Replacement Project (TRP) sent a six person team to the Netherlands to inspect 20 Leopard 2A6 Main Battle Tanks (MBT). These tanks were purchased to replace the 20 Leopard 2A6 MBTs loaned to Canada from Germany in support of Afghanistan operations. This inspection was conducted in Almelo, Netherlands. It was a three-week tasking that took place 7 February 08 - 28 February 08. The team stayed in Hellendoorn; this is a little town approximately 20 minutes away from the base in Almelo. I have attached a picture of the inspection team in front of one of the 20 Leopard 2A6's that Canada purchased.

I have also included a picture of the Leopard 2A6 during a remote fire (fired by Lt Watson (EME);

It's quite an impressive picture.

You can see the missile just before it hit the bunker.



Pers in picture: Back Row L - R Sgt Dave Williams (Supply Tech), MWO Russ Armsworthy (Weapons Tech), NLD Mechanic (NM), MWO Guy Gaudet (EO Tech), Tiffany Vaughan EIT 2 (Engineer in Training, level 2), CWO Hugh Morris (Vehicle Tech), NM x 8

Front Row L - R, Dirk Habig (Division Head, surplus Material Division), Gerrie Meijerink (Site Manager, Vriezenveen), Lt Byron Watson (EME) (Inspection Team Leader)

Task Force Jerusalem

By: Lt Tawfiq Ghadban, Maint Coy of the EME Tech Svc Branch



OP PROTEUS – This is the Canadian contingent of Op Proteus left to right: Lt LCdr Martin, Maj Cecyre, MWO Reid, Maj Bertrand, LCol English, Col Simonds, Maj Burnet, Maj Jager, Lt Ghadban and Col (ret'd) Bowness.

After graduating from EME phase IV in December 2007, I was posted to CFB Gagetown and worked as Armored Vehicle Platoon Commander in maintenance Company. In June 2008, I was selected from a small pool of Arabic speaking officers to deploy to Task Force Jerusalem and work as the personal assistant to the Task Force Commander. The mission was established in 2005 by the US as a result of an agreement between the Secretary of State, Secretary of Defense and the Director of the CIA to assist in Security Sector Transformation and Professionalization of the Palestinian Authority Security Forces.

This mission is very different from all other CF operations. It is in fact much more like a diplomatic posting than anything else. We have a joint

and combined international staff to help work through the complexities of achieving a peaceful resolution of this conflict based on the two-state solution. Currently, the mission consists of 16 American officers, 9 Canadian officers and 4 British officers.

The Task Force Commander and I travel all across Israel and the Palestinian occupied territories (West Bank and Gaza) and meet with a variety of people ranging from the Palestinian Minister of Interior, key individuals representing the International Community and Israel Defense Force Commanders.

The presence of more than 500 Israeli check points in an area smaller than Prince Edward Island, a wall separating Israel from the Palestinian



Colonel Fimonds (task force commander) and Lt Ghadban meeting with Jordanians and Americans

occupied territories, 500 000 Israeli settlers in and around the West Bank, an unstable Palestinian National Authority, the presence of many resistance groups like Hamas, and an unstable Israeli Government makes for a very fragile and volatile state. It did not come as a surprise when Israel started its war in Gaza on 27 December 2008 in response to Hamas rocket attacks. The result was a devastating 1 284 deaths and 4 336 injured.

continued page 30 ...Jerusalem

Ex ARCTIC CHALLENGE 2009

By : 2Lt Vanessa Larosee, Maint Coy, 2 Svc Bn.

On the morning of February 14th 2009, 45 members of 2 Service Battalion left the Pembroke Airport for Northern Quebec. Everybody was both excited and apprehensive to face the frigid North. During the short flight from Pembroke, Ontario, to Puvirnituk, Quebec, there was much chatter and anticipation for the upcoming challenges to be faced. Upon arrival, we were greeted by an azure blue sky, shimmering sun and many friendly locals. The village school bus waited outside the Puvirnituk airport entrance to transport us to the town gymnasium where we found camp cots and bottled water for the first night. Over the course of the first day, exercise participants met with the Inuit instructors and had the chance to visit the village and discover a new culture. Children played in the street while women carried the youngest infants on their backs. Later in the evening, the Mayor of Puvirnituk, Muncy Novalinga, welcomed everyone to Puvirnituk while Mario Aubin, the Nunavik Arctic Survival Training Centre coordinator, officially introduced each of the instructors. After a good night sleep in the gymnasium and several short survival lectures, everyone quickly packed their kit and headed out to the igloo village by snowmobile and dog sled. This marked the beginning of five days of Arctic survival training.



Pte Lucas (left) and Cpl Carr with the 2 Svc Bn flag.

Upon arrival at the igloo village, the instructors greeted us warmly and showed us the accommodations. There were five large igloos, three tents (for the staffs), several snowmobiles and four dog teams. Everyone was amazed at the amount of work required to build such a site. The first day consisted of a familiarization with the camp routine and the accommodations. The real adventure began the next morning. After having breakfast and getting dressed, an informal parade was held at the center of the camp and everybody was assigned to an Inuit instructor for the day. Some went by dog sled to check fish nets, others went by snowmobile to hunt or ice-fish while the remainder completed camp maintenance or built their individual igloo. Those building their own igloo would spend the night in it waiting until morning to be let out.



Frozen fish for lunch.

Everybody else returned from their activities in the late afternoon in time for supper.

Each activity had a specialist Inuit instructor to teach different aspects of Arctic survival. Whether chipping through four feet of ice for ice fishing, retrieving a fishing net or running with the dogs, everything was a new challenge. Each evening after the daily activities, the Inuit women provided fresh banek bread and tea while the rations cooked on the coleman stoves. After eating, everyone moved to their respective group igloos for the night and shared the adventures they had during the

Ex ARCTIC CHALLENGE 2009 (continued)

day. By 2200 each night the camp was silent. Exhausted by the day's events, instructors and students both



MCpl Newbury building his igloo.



The frozen mustache of Sgt Lachance.



The officer's coffee.

slept deeply. The next morning, the routine began again with Mario splitting up students with instructors to make sure everyone had a chance to complete each of the activities.

On the last morning, a cold and icy wind pierced through our clothing as everyone gathered at dawn for the closing ceremony. Each instructor called forward their student and

presented them with a panak (snow block cutting knife) for surmounting the difficulties of Arctic survival. With a big smile, each student received the award knowing that they would be back in the warmth of the hotel in a few hours. Following the ceremony, everyone packed up and boarded the sleds for the trip back to town, casting an eye to the horizon of Northern

suite page 30 - ... ARTIC CHALLENGE



The group with the instructors.

You can checkout anytime you like, but you can never leave!

By: Lt SF Yuen, Maint Coy, 1 Svc Bn

Lyrics from the Eagles' hit "Hotel California" echoed by BGen Poulter endorsed the loyal spirit of the EME family; despite the manning and retention issues facing the Branch in the west. Along with CWO St-Jean (the Branch Chief Warrant Officer), BGen Poulter attended the Branch Advisor change of appointment parade between the incumbent, Col Wingert and Col Myers; which occurred on 4 Sept 2008, within 1 Svc Bn lines.

The beautiful Thursday morning commenced with a discussion with the CO of 1 Svc Bn. Subsequently, Col Wingert, Col Myers, and CWO St-Jean visited members of the EME family at LdSH(RC), 1 and 3 PPCLI. With the intention of affirming Col Wingert's perpetual love of Saskatchewan, members of 3 VP presented him with a retirement gift of an Edmonton Eskimos flag. The morning culminated with a luncheon at the Edmonton Garrison Officers' Mess; attended by EME officers within the brigade.

On a cloud-free Thursday afternoon, members of the EME family from the Edmonton Garrison assembled in front of the Sprung® shelter in battalion lines for the parade. BGen Poulter presided over the change of appointment between



Front Left to Right: Col DL Wingert Outgoing Branch Advisor, Bgen IC Poulter COS Land Ops, Col SP Myers Incoming Branch Advisor. Background: CWO St-Jean DR Branch Chief Warrant Officer

Col Wingert and Col Myers. CWO St-Jean stood stoutly behind the incumbent during the signing ceremony. In a symbolic transfer of leadership, he repositioned himself behind Col Myers the moment BGen Poulter signed the documents; officially ending Col Wingert's term as Branch Advisor and initiating Col Myer's as the new EME Branch Advisor.

The outgoing Branch advisor proceeded to address the troops, in which he highlighted some elements of his career, high and low. He thanked the troops for their support and reminded them of the EME fellowship, which can best be

depicted as a family. He reminded all that the issues we face today such as retention and manning are no different from the issues faced in the past. Having not regretting the decision to remain in the Branch while his peers obtained civilian employment; Col Wingert recapitulated on the effects on other family members by leaving the Branch. Col Wingert concluded his address by passing the torch and blessing the new incoming Branch Advisor.

Col Myers thanked the incumbent for his encouragement and addressed the troops on EME technical training and manning

You can checkout anytime you like, but you can never leave! (continued)

issues; focusing on retention. He stressed the importance of skilled technicians as the enabler of the Branch. However, the beautiful Thursday quickly turned sour as dark clouds enveloped the sky. What started as rain swiftly developed into pea-sized hail. Surrounded by shivering troops, the Branch Advisor commented on the hail and cut his speech short.

The hailstorm intensified as BGen Poulter addressed the issues of manning and retention. The pitter-patter of hail drops subdued the speech, but the message was clear. He urged those contemplating release solely for the economy to fight its temptations and remain with the family; not for oneself, but for remaining family members who need the support in the midst of a high tempo in the organization. The current local economy is appealing

to skilled technicians, but if it does regress, the Branch will still have a place for those who succumbed and left in pursuit of other vocations. Because stepping foot in the Branch is not unlike Hotel California, "you can checkout anytime you like, but you can never leave." On that note, the parade was concluded and the troops were dismissed.

In a tongue in cheek way, the clouds dispersed as quickly as they came, leaving at the same time as the dignitaries, taking away the hail with them. The dignitaries proceeded to retire to the Officer's Mess for a social gathering. Later, the gathering moved to O'Maille's Irish Pub to reminisce with retired EME officers in the area.

In concurrence with the change of appointment, was 1 Svc Bn's 40th

anniversary parade and celebrations (in other words sports afternoon), the next day. The dignitaries attended the anniversary parade as well as the post-parade reception in which there was a viewing of the 1 Svc Bn 40th anniversary print and an opportunity to converse with various members of the family, not to mention that decadent sweets and coffee were available for indulgence. Since they were in the area anyways, and because it delayed the inevitability of returning to Ottawa; BGen Poulter and Col Wingert also dined at the 1 Svc Bn Mixed Candlelight dinner, the climax of the 40th anniversary festivities.



Maintainers from CFB Edmonton

Colonel-commandant Visit: EX POTENT KNIGHT 08

By: Capt C.I. Matejek, Maint O, 4 AD Regt

On November 17, 2008, the EME Branch Col Cmdt, BGen (Ret'd) P.J. Holt, EME Branch Advisor and Director Armoured Vehicle Program Management, Col S.P. Myers and the EME Branch Chief, CWO J.R.D. St-Jean visited 4th Air Defence Regiment (4 AD Regt) in CFB Suffield, AB. The Regt was deployed from its garrison locations in Moncton and CFB Gagetown for its annual live fire exercise, Ex POTENT KNIGHT. This year's exercise was particularly important as it was the first live test for the ADATS 400 series recently introduced into service. The 400 series incorporates enhanced command, control, and communications capabilities. The CFB Suffield range and training area provided an ideal location for demonstrating the capabilities of this upgraded system. It is not often that three of the most senior members of the EME Branch visit a deployed workshop and it was an indication of the importance of this exercise.

BGen Holt visited CFB Gagetown in September 2008 to attend the Annual Maintainers Mess Dinner, but this was his first opportunity to visit the Regt while it was deployed. This visit afforded him the opportunity to see 210 Workshop technicians in action as they



MWO Mooney briefs the Col Cmdt on the layout of the support area.
Left to right: CWO J.R.D. St-Jean, MWO W.L. Mooney, Col S.P. Myers and BGen Holt

provided seamless support to the Fighting Troop in order to keep the troops' vehicles and equipment in a high state of readiness.

Visit's day started with an overall exercise briefing presented by LCol D.M. Bouchard, CO 4 AD Regt, during which he presented his intent for the annual exercise. Following the CO, a briefing on the day's activities was given by Exercise OIC, Maj J.J. Schamehorn, BC 128 Bty. BGen Holt had an opportunity to visit all Air Defence systems deployed during this exercise. This included the ADATS 400, the M577 Air Defence CP, as well as the Bison Airspace Coordination Center. While at the firing point, he observed a mobile repair team (MRT) call on an ADATS conducted by Cpls Voltolina and Lévesque, EO Techs.

Bgen Holt was particularly interested in visiting the exercise's rear support area where EME technicians, along with Support Troop personnel, were located. MWO W.L. Mooney, BSM HQ & Svcs Bty and ETQMS 210 Workshop briefed BGen Holt and provided a tour of the support facilities.

continued page 30 ... Visit



BGen Holt observes the UAV used as aerial targets during Ex POTENT KNIGHT.
From left to right:
Bgen P.J. Holt, Capt C.I. Matejek

Extreme driving

By: Mcpl J.P Chamard and Cpl P.P Cardin, Veh Tech, Kabul Det, NSE 1-09

We are two vehicle technicians who are members of the Kabul detachment of the National Support Element (NSE) on Operation ATHENA (Roto 7). Although we are technicians, because of the small number of personnel in the detachment, one of our specific tasks will be to help conduct hundreds of convoys in the Afghan capital in the course of the rotation. Driving in Kabul is obviously not the same as driving in Canada, and the dangers are very real. We therefore needed a driving course to learn specialized techniques and acquire some extra confidence behind the wheel. We were fortunate enough to have the opportunity to take part in a counter-terrorism driving course given by the Blackwater company in North Carolina.

The course consisted in performing driving manoeuvres under unimaginable circumstances on two asphalt-topped tracks with turns of more than 90 degrees, in a variety of vehicles: Hummer, Jeep Cherokee, Nissan pickup, and above all Crown Victoria.

On the morning of the first day, we received 60 minutes of classroom instruction before heading out to the track to push the vehicles to their limit

and get used to reading the road accurately so that we would be able to control the vehicle under extreme conditions. We practiced emergency stops while avoiding cones in our path and maintaining control of the vehicle.



The second morning began with a little test on the techniques learned the day before. We then moved on to the skid pad (a circular area equipped with a sprinkler system) to learn to control our vehicle while in a spin. This was good practice for learning the manoeuvre known as the drift. In the afternoon, we had a chance to practice our skills in other types of vehicles. The same day, we learned to retake control of the vehicle after a short period with our eyes closed. This technique is aimed at sharpening the reactions of a driver who wakes up after falling asleep at the wheel.

The third day was devoted to driving off road in the Jeep Cherokee, which was probably one of the highlights for most of the participants in the course. We learned techniques for self-recovery and for driving in rough terrain. I was surprised by the

Cherokee's ability to cope with these extreme conditions.

On Thursday morning, we held a little competition among the teams. Our task was to change places inside the vehicle without going off the road. If we did, we lost points. And we had to do this while being pursued by the instructors. We then practiced techniques for travelling in group

formations, as used for VIP convoys. The vehicles had to stay grouped together with a distance of one inch between their rear-view mirrors, while travelling at speeds of up to 35 mph.

Another part of the day was devoted to driving in reverse with the Y-turn manoeuvre. In the afternoon, we practiced ways of forcing vehicles ahead of us out of control, activities worthy of chase scenes in an American movie. Then, we had to ram a vehicle blocking our route to move it out of the way. The idea is to align the strong points of each vehicle and clear a path. Fortunately, the air

continues page 30 ...driving

EME Branch Advisor Regional and National Awards 2009



Each year, the EME Branch recognises achievement and performance that is outstanding in nature and which has contributed significantly to any aspect of EME Branch activities through the EME Branch Regional and National Awards. The awards are presented annually at BLUEBELL to a deserving regular or reserve military member of the Branch, to an associated civilian employee, or to a sub-unit in recognition of a significant and outstanding contribution to the Branch. Their contributions are recognized by awarding \$200 to the Regional Award winners along with a certificate from the Branch. The winner of the National Award is presented with an additional \$500 and a certificate of recognition. Congratulations to all!

The following people have been selected as the EME Branch Advisor Regional Award winners for 2009:

Air/Maritime Command

Cpl Krista McKeough

Cpl McKeough's genuine character and initiative are an example for all ranks to emulate. Her strong leadership skills allowed her to excel as Floor Supervisor during a six month period of tremendous change within the Workshop. Further, her tireless efforts and dedication to both the Canadian Forces and the local

community portray the EME Branch and the CF in a very positive light. Cpl McKeough is awarded the EME Branch Advisor's Air and Maritime Command Regional Award.

Land Force Western Area

Cpl Jamie Gillman

Cpl Gillman is an exemplary soldier, technician and leader. He epitomizes the values of the EME Branch and the warrior culture. In addition, Cpl Gillman has dedicated his personal time to develop and promote the EME Branch identity and the ethos of the

CF through work with the Bold Eagle Program, many public relations programs as well as community initiatives. Cpl Gillman is awarded the EME Branch Advisor's Land Force Western Area Regional Award.

Training Systems (CFSEME, LFDTS, CFSTG)

WO François Yargeau

WO Yargeau has demonstrated outstanding leadership in his role as CMTC Maintenance Observer Controller Trainer. His technical and tactical acumen led to the creation of

EME Branch Advisor Regional and National Awards 2009 (continued)

innovative and challenging LEMS exercise scenarios. Further, his insightful mentorship of deploying leadership staff and soldier-technicians during exercises has contributed to mission success. In recognition of his contribution to the development and implementation of maintenance exercise procedures for CMTC, WO Yargeau is awarded the EME Branch Advisor's Training Systems Regional Award.

Land Force Atlantic Area

MCpl Gregory Arsenault



MCpl Arsenault has demonstrated overwhelming dedication to ensure 3ASG operational success. He excelled during several detachment commander appointments in support of the full complement of CF weapons systems and actively volunteered in

the community. His observations and subsequent actions to ground the light utility vehicle wheeled (LUVW) Fleet due to catastrophic cupola failure likely spared serious injury. MCpl Arsenault is awarded the EME Branch Advisor's Land Forces Atlantic Area Regional Award.

Land Force Quebec Area

MCpl Jocelyn Gervais

MCpl Gervais showed threw his work great enthusiasm and devotion. His exemplary leadership, his profession's expertise, and his outstanding skills help him manage resources. His great technical knowledge and his operational experience on M777 howitzer make him an exceptional technician. MCpl Gervais is awarded the EME Branch Advisor's Land Force Quebec Area Award.

202 WD, NCR, Northern Region

Cpl Nicolas Hebert

Cpl Hébert is gifted with an extraordinary sense of team spirit and has made a tremendous contribution to group morale in 202 Workshop Depot, thanks to his exemplary determination both at work and in the community. A positive and thoughtful leader, he has effectively lead large teams of technicians to sucessful

task. Cpl Hebert is awarded the EME Branch Advisor's National Capital Region/202 Workshop Depot/Land Forces Northern Area Regional Award.

Land Force Central Area

Sgt Steven Smolinski

Sgt Smolinski is a dedicated leader in the EME Branch whose invaluable extracurricular efforts on the Base and in the community have greatly contributed to Branch and Area esprit de corps. Through his leadership, the technical and professional development of the Materials Technicians under his charge has been exemplary. Sgt Smolinski is awarded the EME Branch Advisor's Land Force Central Area Regional Award.

EME Branch Advisor National Award Winner

Cpl Jamie Gillman has been selected as this years' EME Branch Advisor National Award Winner. Congratulations Cpl Gillman!

The man” behind the role: Camil Giguère

By: Mireille Jacques



Brigadier-General Camil Giguère was born in St-Georges de Beauce in the province of Quebec. Coming from a family of modest means, his vision at that time clearly involved moving beyond the sort of life led by the people around him. On completing high school, his friends were more likely than not to take a job in a factory or, if the season was right, to work in the tobacco fields. This was a rather tempting prospect for a young man of 16, when he saw his friends return from their travels with enough money in their pockets to meet their needs for the rest of the year.

So he spent one year working in a factory. What left the greatest impression on him, however, was the backs of the labourers bent under the weight of monotonous and repetitive tasks. He told himself that life had to be more than that. And then he saw a CF recruiting poster in his region,

which immediately grabbed his attention. In one instant, a range of possibilities raced through his mind, including one dear to his heart, namely, pursuing his studies and thus opening up a new path to his future. Otherwise, he failed to see how this could ever come to pass. This was one opportunity he had no intention of passing up, and nothing would stop him in his pursuit of his goals.

Life is a series of choices

Not waiting any longer, he mailed in his enrolment application, naturally confident and imagining a future full of new possibilities. No need to say how much he anticipated a favourable response, an answer that would change the entire course of his life. However, a great disappointment awaited him, one totally unexpected to him, an utterly anticipated and

unsettling turn of events. A voice at the other end of the line informed him that his application had been rejected. Stunned by this setback, he was left open-mouthed, unsure of how to respond, since he was timid by nature and rather reserved at that time. He was beset by a feeling that the ground had just given way under his feet. So powerful was the pain that seized hold of him at that moment that when he was recounting the event to me the blood came into his face; for one moment, he intensely relived these painful feelings under my gaze. Screwing up his courage, he decided to phone back the person in charge of the recruitment drive and tell him that he was prepared to do everything in his power to get accepted. His courage, determination and motivation would have the last word; barely 48 hours later, they called him back to inform him that he had finally been accepted. After this two-day roller coaster of emotion, he finally tasted his first well-deserved victory. And so in 1975, he finally enrolled in the Canadian Forces (CF).

He told me that on entering Royal Military College in Kingston, where he completed his studies in engineering and company management, he discovered that, unlike Francophones, Anglophones came from families where military models were much more common and that



Recruit's Camp, Borden, 1976

The man” behind the role: Camil Giguère (continued)

this had been the case for several generations. For him personally, he had no models to follow. He has no doubt that this event was for him the greatest culture shock in his entire life, despite his numerous postings to different areas of the world, including Germany, Croatia, Bosnia, to name just a few... Once his studies were complete, he was given a desk job as an engineer for a while, where he found himself almost entirely alone.

After a certain period of time in that job, he clearly felt that he was flying on “automatic pilot”. But his spark was rekindled when he was given his first command, in Germany. It was at that time he became aware of how much people need a leader, a motivator, and a visionary. And I would add my personal perspective: a person who is authentic, inspirational, and humble; that is the aura that surrounds this man, who is an inspiration to me and has all the qualities of a great leader.

In his view, his greatest strength is his ability to empathize with people, which enables him to listen more closely and adapt to their differences. Fortright by nature, he has a capacity to get close to people and work effectively with them. This man was loved and appreciated by others. And they gave back, since he told me that he had received a great deal in return. After getting a taste of leadership, he found it difficult even to consider going back. He has had this



Maintenance Base, Kingston, 1984

talent for leadership since he was a young boy, since even when playing games with his friends they chose him to head up the group.

Of all his accomplishments, he is most proud of his efforts over the four past years as Director General DGLEPM Division in offering support to operations in Afghanistan in collaboration with a highly professional team devoted to their work. And the high point of his career was at 202 Wksp Dep in Montreal. As his mandate, he was given the responsibilities of assistant and then director, along with the independence and latitude that goes with those positions. The opportunity he was given to take on this second command position was highly significant for him and allowed him to realize his full potential as a leader. As a visionary, he

established a business plan with a broad perspective and was unquestionably a master at motivating people. I can say without hesitation, witnessing his enthusiasm in describing this key period in his career, that he was truly in his element.

Like the eagle, BGen Giguère was made for high places, requiring an unencumbered view of broad horizons. One has to remember his background in the Beauce to gain a clearer understanding of where precisely his roots lay before he was so dramatically torn away from home. A love of business seems to characterize the “jarrets noirs”, as people from his area are commonly called; they seem to have a feeling for business. And this field seemed always to have a certain attraction for him throughout his military career. Life is a series of choices, as he informed me twice during the interview and, if I may add a personal note, life also involves choices that are sometime critically important to us



LETE, 1982

The man” behind the role: Camil Giguère (continued)



During his promotion of RMC with his mother and his wife Louise.

and that sometimes we have to reject.

Of all the difficult decisions he has had to make over his career, the most difficult was to leave his current position. And this was a decision that he apparently thought over long and carefully. In the past, paradoxically, he had always decided to remain where he was at a particular time. The fact is that he was strongly tempted to leave the CF and give in to his desire to become an entrepreneur.

Behind every great man stands a great woman.

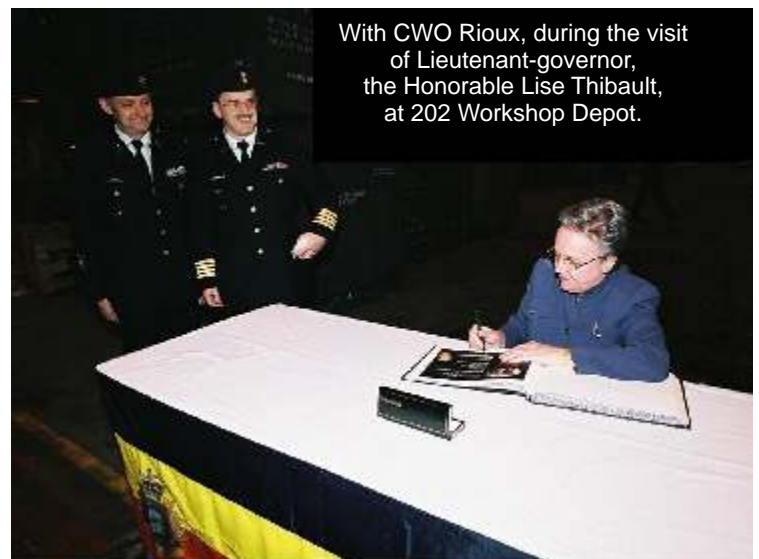
When I mention this well-known saying to him, “Behind every great man stands a great woman,” he quickly nods assent. This woman dear to his heart, first of all gave life to two beautiful children of whom he is very proud: Jean-François (25 years old) and Hélène (27 years old), both of whom tried life in the military

for a short time. In fact, his wife, Louise Rousseau, has had an extremely positive influence on him throughout his career. He doesn't hide the fact that he experienced a burn-out when he was about 35. Oh yes! Like so many others, he was working long hours, almost 7 days a week. Fortunately for him, he was able to count on the support of his life partner, who helped him to make some clear-minded decisions. Sometimes, it takes years to learn the lessons that life throws at you, but once you learn them your priorities change. When you hold a job that is intrusive, your first priority is to seek a perfect “balance” among the different aspects of your life.

A man of ritual and balance – he rises every morning at 0430 hrs to do the sports he enjoys: running, cycling, work-outs in the gym he has in his home, whose benefits he shares with his wife. Since he doesn't always find the time to read as much as he would like, he has chosen to listen to inspirational audio books, an average of 400 hours a year. He has a great need to reflect, to seek out resources that will make him a better person. Not a day goes by

without he and his wife making puns and cultivating their sense of humour. This is also a natural character trait in his home. It makes him sad to think that some couples separate after spending years of their lives together. When he speaks to me of their relationship, he talks about it as if it is most precious asset. “We have a good life together and we take pleasure in each other's company”, to sum up his statements properly.

Regarding their future projects, he and his wife have long dreamed about travelling full time. To make this a reality, they plan to purchase a motor home, go abroad during the winter and travel to South America or even to the southern United States. And for the rest of the year, they find the idea of visiting Europe and Asia enormously attractive. He is fascinated by human beings; he is constantly observing people from other countries and their culture, their habits, and customs are intensely



With CWO Rioux, during the visit of Lieutenant-governor, the Honorable Lise Thibault, at 202 Workshop Depot.

The man” behind the role: Camil Giguère (continued)

interesting to him. And since he is curious by nature, always wanting to know a bit more, he is a lover of history.

Raise the water level

How does he see the relationship between spirituality and war? When you can't make someone listen to reason, there has to be someone with the power to intervene, someone with a universal culture. And how does he define spirituality? He says that he is spiritual and not religious. In his view, humans are all equal, and everyone is deserving of respect. We're all one, one universal pool of energy. Using a compelling image, he defines our goal on earth, comparing himself to an ocean of life. Exploring this image further, he compares each human being to a tiny self-contained ship. We must all do our best to raise the water level, through our goodness, our openness, by using the talents that define our character; and raising the water level will raise all the other ships.

He would like to pass on just one word to the next generation: “There are no roads already marked out for you, sometimes you have to go off the beaten track. I have every confidence in the young

people of this new generation”. His vision of the world and the future? He has a great deal of confidence in human nature, in the new generation that he believes will find solutions to every supposedly insurmountable problem. We have been self-centred as a society, and our rate of consumption is out of control. A fundamental change in values is in order.

Note: Brigadier General Giguère is retiring from the CF after 34 years of exemplary and loyal service. He has been in command of the Director

General Land Equipment Program Management (DGLPEM) for the past four years. DGLPEM is a division of the Materiel branch of the Department of National Defence and, with an annual budget of \$1.3 billion, bears responsibility for strategic-level maintenance and for the acquisition of all CF land equipment.



A foretaste of retirement with Louise.

EME Management course NQ7 2008

By: MWO Brian Murphy, LFAA HQ G4 Eqpt 2-2

The QL7 course began in earnest on 05 Feb 08, but really started in Borden on or about the same day. The word on the street from previous participants was riddled with tales of stress and woe.

QL7 eh? What's that all about?

Primarily, a means of catching up with old friends and enemies from a shady or blurred past, some as many as 20

you from the unknown to the world of make believe. The DS, led by CWO Brian Tuepah, and CWO Gilles Godbout, ably assisted by MWO Pierre Dionne, and augmented by many others, too numerous to mention.

The course is designed to take us as MWO/WO to the next level of management, in various positions

a boost because we used to be part of the problem.

We had to have a meet and greet too, just to tell the guys we know posted to CFSEME what they were missing over at Regimental Company.

Week 2 proved to be another deluge of info. "Drinking from a fire hose" was the analogy I heard while at the water cooler one morning. The highlight of

NQ7

years ago. If we were to be held responsible for the stunts we pulled as junior tradesmen we would still be just that.

Let me tell you what your future holds. Did you ever wonder what went on behind the scenes on exercise, why the ET was telling you stuff you did not quite understand? Why the road moves into location took so long? Well, we did too until now. This series of totally unrelated instances turn out to be the reason for this process, the QL 7 will take

throughout the branch, including ETQMS, CSM, LCMM, and the staff jobs in LFA HQs.

Week 1 was the assignment week, personal, and syndicate topics were assigned and the timelines set out for production of such. Panic set in for a few and after a visit from Col Wingert and the Branch CWO when the strategic topics were assigned. These are the topics affecting the EME branch in its daily and long term business. We had a chance to assist in the solutions which gave a lot of us

that week was the command post exercise (CPX), and that is when we realised that things arrive at speed and leave in slow motion, CP duties do not consist of having a nap and reading Road & Track or whatever blows your skirt up. A busy place when the fighting and dying stuff is going on, but we got that done too.

Let's move on to week 3. The "Field Portion" bring your mitts and mukluks. It was "freaking cold Mr. Bigglesworth", don't worry about showing up in mukluks that are as old

as you are, you will only get picked on if they are brand new. Siting Maint Company is quite an intense involved procedure, and it is easy to forget. Hence my opening remark about: "what is the ET talking about, put that HL in that space between the trees". There is no right answer but you will always get it wrong according to somebody. The "Integrated Woods" portion done, we meant a trial by traffic in an Urban Area. Friday was the final test or trial by tac signs and

when the answers we gave were returned I was amazed that the school had access to so much red ink; my papers were very colourful. Of course, the highlight of week 4 has to be the PO, Ex "Kick Butt" although in essence more of an enablig object (EO). The weekend was the last chance to polish the individual presentations and the syndicate tasks both due early in week 5.

On to week 5, presentation week.

excellent 2 days, well worth the price of a ticket. Guest speakers arrived in

2008

Alliston was the selected venue. Tim Horton's must have made a load of cash out of us, who knew that 12 Jeep Grand Cherokees could blend in with the local population. The general consensus, this was the best week so far.

Week 4 led us into the guest speaker portion of the course many related topics and experiences most of us had not heard of. The second half of the performance check (PO), the written part was administered at the end of the week, painless really and

"Pay attention guys, this is the test", starting with the syndicate effort to construct a maintenance facility. If you have the dream plan, then make sure you have the budget to get it. The week continued with the Technical Presentations, the individual efforts to solutions of various topics, affecting the EME Branch and the equipments we maintain. Many points of discussion were brought forward and passions exposed as we heard our peers "sell" their points of view. It was an

Back to basics

By: Sgt É. Dobson, CI Towing section. Maint Coy, NSE 1-09

It was back to basics for the National Support Element of Task Force 1-09 on 3 October, 2008. That was the day we left to set up an Advance Support Group (ASG), which is a group made up of maintenance, transport, supply, force protection (FP) and support elements. Our mission was to support the battle group in operation, which meant we had to

provide a combat re-supply capacity. The battle procedure preceding the deployment took a week to complete, which gave us time to do a thorough job of planning the assets to be taken along, as well as to clearly establish what would be the role of the ASG on the ground.

The role of the maintenance elements was to provide integral support to the ASG, in other words recovery and repair of ASG vehicles. Maintenance was also tasked with extracting and recovering vehicles that broke down during road movements and that threatened to impede the smooth conduct of these operations.

During the deployment, the ASG occupied two separate sites. As a result, two road movements were necessary. The first was mostly a relearning exercise; it was clear that the personnel were not used to this kind of movement and site occupation operation. The second was carried out in a more structured and

seasoned hands, the operation was successfully completed. For many of the younger technicians, it was an entirely new experience. We realized that, for a number of years, these procedures had been set aside during earlier missions and in basic training, which is unfortunate.



professional manner, as the mistakes made during the first movement were corrected.

We had to go through the procedures of occupying a hide, which the majority of the members of the ASG had never done. Thanks to the

The operation was conducted in austere fashion. In the course of execution, we nevertheless realized that the FP platoon did not have the same understanding of austerity as the CSS units making up the ASG. Since the ultimate goal was to strike a

Back to basics (continued)

balance between defence and support, everyone obviously had to readjust their views to take these two factors into account.

In the ASG, maintenance had deployed a number of vehicles in order to offer sufficient integral support: a ten-tonne trailer, an MTVF, a TLAV MRT, an HMRT, several MRT and a CP. The major operation of the deployment was the execution of a mobile delivery point task. During this operation, our towing assets had to be on high availability in order to be able to respond to a vehicle breakdown during the re-supply. This

was especially important because time is critical in this type of operation.

While we were in the hide defence posture, the armoured vehicles of the maintenance element (MTVF, TLAV and Bison MRT) acted as perimeter defence in support of the FP platoon. Moreover, while we were changing locations, one of the vehicles of the FP platoon broke down. The convoy commander decided to continue with the convoy movement. At this point, the crew commander of the Bison MRT spoke up to remind the convoy commander that he had the firepower

to replace the escort vehicle that had broken down. Thus, the Bison MRT acted as an escort vehicle for the remainder of the convoy.

As you can see, in addition to our work as technicians, maintenance is often involved in tasks outside of our trade, which reminds us that the EME military occupation is made up two aspects: technician and soldier.

ARTE ET MARTE!

continue from inside covert ... EME Legacy



The materiel and armament technicians from Maint Coy greatly helped craft the table legs and engrave QL6A badges for the four occupations into brass plaques. Two members of 1 Royal 22th Régiment actively helped with the carving and joinery work.

Military Appreciation Night, Varney Motor Speedway

By : Cpl Chris Zizek, CFSEME, Veh Coy

Mother Nature may have dampened our first trip to the track on the 9th Aug 08, but we certainly made up for it on Saturday, 16th Aug 08. Canadian Forces School of Electrical and Mechanical Engineering (CFSEME) soldiers took the opportunity to represent the CF for the first Military Appreciation Night at Varney Motor Speedway. We had on display a LAV 3, Bison MRV, and an HLVW Wrecker.

The evening events started off with lining up the vehicles on the Start/Finish line, and all the "Stock 4, Hillbilly racers" lined up behind us on the back stretch for opening ceremonies and introductions. Following the national anthem, a moment of silence, and a few announcements, we parked the vehicles in the field.

The night was about to change for two of our lucky soldiers. "Insane Racing" was short two drivers to race in the train race. Ok, for those of you who don't know what a train race is, let me tell you. Three cars are chained together. The front car has the engine. The second car has no brakes and is a "free runner". The third car has no engine, just brakes. It makes for some great excitement when you get four or more trains on the tight ¼ mile track at Varney Speedway. MCpl Randy Curl and Sgt Claude Lascelle stepped up to the challenge. They quickly ran down to



Troops lined up at flag stand in the rainy weather for photo shoot Aug 09, 2008. From left to right; WO Northorp, Mcpl Sernegen, Sgt Thompson, Mcpl Desarmeau, Cpl Zizek, Mcpl Penny, Mcpl Dias

the pits, got suited up in the safety gear, and were strapped in with MCpl Curl in the second car and Sgt Lascelle in the third. They started in 4th place and before you knew it the race was on with them making their way up the field. By lap 6 of 10, their lead driver Gary Thompson (AKA Garfield), had lead them through the field to take the lead. With two laps to go, Sgt Lascelle had blown a right rear tire which was more exciting for the fans but left him with his hands full. During closing laps, all Sgt Lascelle could do was hold on and watch through his windows as he was now in what train racers call "the slingshot effect". The car swings back and forth continuously. Despite this, MCpl Curl and Sgt Lascelle held on to win their first ever train race.

By intermission time, we had handed out over 500 "Support the Troops" wristbands to kids, and endless

pictures taken with the public. It was now time to put on a show. We packed up the vehicles and headed to the track for 2 laps. The HLVW Wrecker lead, crewed by MCpl Randy Curl and Cpl Chris Zizek, followed by the Bison MRV, crewed by MCpl John Dias and MCpl Sabrina Hanson, and the LAV 3 taking up trail crewed by WO Kevin Northorp, Sgt Claude Lascelle, and MCpl Keith McAllister.

Prior to resuming the nights racing schedule, we had an offer from four stock car drivers that we couldn't refuse. They were willing to provide their cars for us to have a 5 lap military shoot out after their feature run.

Finally, intermission was over, we parked the vehicles to watch some good grass roots racing on the high banks of Varney Speedway. Once all the features were completed, it was our turn. We were strapped into our

Military Appreciation Night, Varney Motor Speedway (continued)

cars, helmets on tight, and we hit the track. The green flag drops and off we went. Some guys were a little nervous to use the gas pedal while others didn't have a clue how to run a line on the track. The racing was intense, for the car owners that is. The race was fairly clean, 4 laps into it, the white flag drops. Car #13 driven by Cpl Chris Zizek, decided to make a brave move to the outside of MCpl Randy Curl in turns 1 & 2 for the lead, giving him his first ever checkered flag as well as bragging rights.

We would like to thank the Hillbilly Stock 4 drivers for allowing each of us an incredible opportunity to

compete in the 5 lap shoot out. Getting behind the wheel of a race car that we have never even worked on, or put the endless amount of hours and money into was a true honour. We are truly grateful. A special thank you goes out to car #51 Clark Hartman for getting it all worked out for us to have this opportunity. We would also like to thank the other drivers and car owners who let us use their cars.

Finally, we would like to thank Ken & Joan McLellan (track owners) for inviting us to come down to the track for the night's events and for allowing us to be part of the show. Listening to the cheers and the standing ovation



One of Varney Speedway biggest race fan, Lewis Cremasco with Mcpl Hanson.

will truly be in each one of our hearts for the rest of our lives.

If you are ever in the Borden area, I highly recommend you check out a race. Visit

www.varneymotorspeedway.com



In front, is Father of Cpl Zizek, Bobby Zee (Zizek). Who is the driver/owner of the Super Street Stock # 56, painted with Support the Troops ribbon. In the back from left to right; Mcpl Desarmeau, WO Northorp, Mcpl Semegen, Sgt Thompson, Mcpl Penny, Cpl Zizek and Mcpl Dias.

... Jerusalem

from page 13

With the change of the US administration, we are expecting the peace process to move quicker and hopefully, in the near future, produce a two-state solution. However, currently our primary areas of focus are strategic planning support, training, equipping, infrastructure and leader development.

I am due to return in April 09 after 9 months of fascinating work and I look forward to seeing fellow EME serving members in good health.

... Visit

from page 16

Once again, our Col Cmdt was able to observe that maintainers can always be counted on to support vehicles and equipment in any type of environment with the highest level of skill and professionalism. All personnel from 210 Workshop would like to thank BGen Holt for his visit.

... ARTIC CHALLENGE

from page 13

Quebec for the last time.

Back in the village, everyone checked into the hotel for a warm shower and a good night sleep before heading back to Ontario. During the evening, a dinner was organized with all of the students and instructors to exchange presentations and gratitude. During the meal, everyone talked about their achievements and thanked the instructors for teaching them so much. To conclude the evening, a traditional game of floor hockey was held between the military and the locals. It was a game without mercy which our new Northern friends easily won. Early the next morning, everyone packed and returned to the airport to go home. This time, the flight was quiet as people slept or contemplated the endless landscape of the Arctic. After finally arriving in CFB Petawawa, we were this time greeted by friends and family. Happy to be back, everyone was excited to share the unforgettable experience with their family.



Arte & Marte

... driving

from page 17

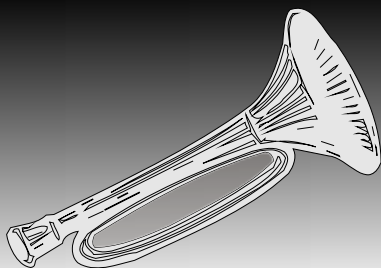
bags had been deactivated!

The last day was the exam and it was time to put into practice everything we had learned over the course of the week. Our instructors pulled out all the stops: chases, roadblocks and ambushes, with simulated artillery fire, paint ball guns and more.

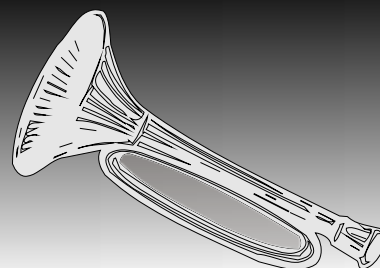
Several participants suffered from car sickness, and we went through a lot of tires, but everyone got through in one piece. The mechanics on site were not short of work - just changing the tires kept them very busy.

The members of Kabul detachment of various trades came out of this training better prepared to face the challenges of the next mission and the reality of driving in an urban environment. Even though, as vehicle technicians, our main job is fleet maintenance, we will be ready to take part in convoys through the city.

ARTE & MARTE!



LAST POST



**RANCOURT,
Normand Oscar Joseph**

Passed away April 28, 2008, at St. Joseph's Hospital in Elliot Lake.

**GIROUARD,
Mario**

Died peacefully on April 9, 2009, at the age of 53 at the Hôtel-Dieu de Québec hospital.

**WESTON, Earl T.
(WWII Veteran, Retired Capt)**

Passed away March 24, 2009, at the age of 91.

**GILLIS, Gene
(Retired CWO)**

Passed away peacefully February 15, 2009, at the age of 68.

**LECOUFFE, Gregory F.
(Veteran Korean War)**

Died peacefully at The Moncton Hospital on February 2, 2009.

**MOUSSEAU, TED OMM
(Retired CWO)**

Passed away on February 5, 2009.

**KENNEDY,
Albert Aloysious**

Died peacefully on Saturday, January 3, 2009.

**MCINNES, AI
(Retired Sgt)**

Passed away at home in Calgary on January 15, 2009, at the age of 75 years.

**KIRBY, Cecil Gordon (Retired
Lcol)**

Died peacefully on January 5, 2009, at the age of 97 at the Brock Fahrni Pavilion, Vancouver, BC.

**O'NEIL,
Lee Reginald**

Passed away at the age of 87 in QEII Health Sciences Centre Palliative Care Unit on January 2, 2009.

**BONA,
Wallace Joseph**

Passed away in Hanley, Saskatchewan, on December 6, 2008, at the age of 75.

**RIOUX, Roger (Retired MWO)
(Adjum retraité)**

Passed away on December 31, 2008, at Chauveau's Hospital (Loretteville).

GAYTON, William Bill

Died the morning of December 30, 2008, at the age of 73.

DURETTE, Gino

Passed away on December 17, 2008, at the age of 46 years.

**MACMILLAN, Ewen Hugh
(Retired Capt) (Capt retraité)**

Passed away in Kingston on January 5, 2009, at the age of 92.



Murphy's law

The adventure of Sgt Murphy and Cfn Bloggins by Cplc A. Courchesne

"Groundhog Day"



