

EME



JOURNAL

The Magazine of the Electrical and Mechanical Engineering Branch

2-2012

EME AS LEADERS EVERYWHERE

Interviews
with 6 EME
Leaders

MGen Poulter

BGen (ret'd) Giguère

CWO Mooney

...

And more!



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Branch Advisor's Message

EME Branch, Producer of Great Leaders

Col N. Eldaoud, EME Branch Advisor

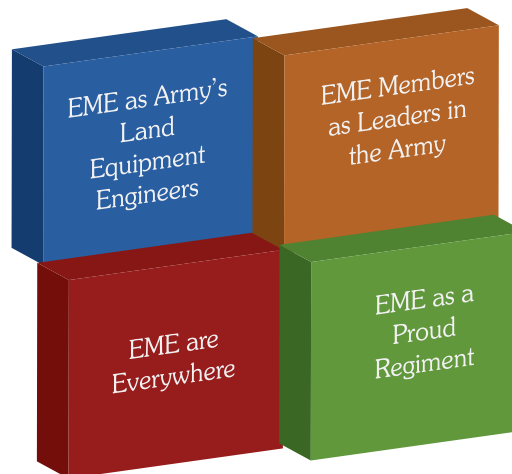
You have no doubt noticed that the themes featured in the Journal cover the four main principles that I set during my term as Branch Advisor (see the principles in the box below). It was therefore with great enthusiasm that I awaited the release of the current edition of the EME Journal, which deals with the principle that EME members are leaders everywhere.

This theme is all the more fascinating because it allows us to step back and take stock of how great leaders are created through EME culture, experience and training. We are normally able to recognize the quality and operational impact of what we are doing, but we certainly do not spend enough time and energy thinking about how proud we should be of ourselves. The selection process, the training, the work and the culture in which they operate have instilled in EME members a sense of pride and a work ethic for which they are recognized. As a result, the best and brightest among the Branch are able to climb the ranks and use our EME background to benefit others inside and outside the Branch. The EME Branch produces leaders who are, in my opinion, unique because they are shaped by a community that is just as unique.

and succeed in an army environment (which is always more demanding) where technology is even more prevalent; and, finally, overcome the biggest challenge of all, namely, earning the

With their EME background, these individuals provide the rest of the Canadian Forces and civil society with experience and energy that makes them unique leaders.

The Four Key Principles



It is in this context that I asked the Journal's editor, Annie A.-Bélanger, to interview a small sample of serving and retired EME leaders. The selection was not easy, because there were a lot of people to choose from. As we interviewed these leaders, we realized how rich their comments were and received even more than expected. So, not only did we have to cut the interviews to fit in the Journal, but we also decided to present only half in this edition, and will maintain the theme in the Spring 2013 to present the rest.

In their stories, you will find tips about leadership that will allow you to follow in their footsteps or, at least, learn from their journey. Happy reading!

ARTE ET MARTE

Should we be surprised? Not really. These great leaders had to pass the selection standards for a technical trade; grasp and understand the complexities of science and technology; operate

respect and recognition of EME technicians. It is only when they come to the end of this journey that the Branch allows them to go beyond the regimental fence to become institutional leaders.

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The Journal of the EME Branch

Branch Formation	May 15, 1944
Branch Motto	Arte et Marte
Branch Patron Saint	Saint Jean de Bréboeuf
Branch Colonel Commandant	BGen (ret'd) P.J. Holt, OMM, CD
Branch Advisor	Col N. Eldaoud, CD, MSC
Branch Chief Warrant Officer	CWO JGR Gilbert, CD



Branch Chief Warrant Officer's Message

EME Leadership at Every Level

CWO JBA Bergeron, Outgoing EME Branch Chief Warrant Officer

CWO JGR Gilbert, Incoming EME Branch Chief Warrant Officer

Two years have already gone by: my how time flies! So just before I take the road to my new job, I can't pass up the opportunity to thank you all for the support and leadership you have shown during my mandate as Branch CWO.

A word from CWO Bergeron

Of course, I came here with a vision of what we could do to favourably position ourselves, both individually and as a Branch, on the map of the Canadian Forces of the future. My vision could not have been realized without the sustained effort and leadership of all EME members at every level. A vision without support or leadership can quickly morph into a pipe dream. I can assure you that at the time of writing these lines I am extremely proud of the work we have accomplished as a team.

The EME leadership provided by officers and NCMs in the Branch has had a nationwide ripple effect. We have created an innovative communications network and a career profile for our NCMs that is both realistic and aligned with the needs of the Branch and the Canadian Forces. We could never have achieved this feat without the leadership displayed by our members across Canada. I am leaving my duties with a clear conscience. Do I have any fears for the future? Of course, there are a multitude

of challenges facing us and we can't possibly foresee everything. But I have every confidence that we have put ourselves in a good position, and we are all moving down the same path. And why am I so confident? The leadership you have shown, ladies and gentlemen. I know that this leadership exists everywhere and that, no

"Nothing is impossible when we pool our strengths, and the great strength of EME is found in the leadership of its members."

matter the challenge, we will come together, face it and vanquish it. Nothing is impossible when we pool our strengths, and the great strength of EME is found in the leadership of its members.

I would like to take this opportunity to congratulate CWO René Gilbert for his appointment as CWO of the EME Branch.

In conclusion, I cannot but mention the unlimited support I received from Colonels Myers and Eldaoud during my mandate. Your support

and your leadership have been central to the success of our Branch. I am leaving my duties as Branch CWO, but I will continue to be an EME technician...and that, my friends, is priceless.

A word from CWO Gilbert

I would like to begin by thanking the Branch for selecting me as your new CWO, and I would especially like to send a big thank you to CWO Alain Bergeron for his outstanding work over the past two years. He has been an undisputed leader and constantly moved the EME Branch forward by completing several initiatives.

In the next edition, I will share my vision with you, and I can assure you that I will do my best to continue the good work done by my predecessors.

So, to conclude, wherever you are keep up the good work and, most importantly, stay proud to be a member of the larger EME family.

Call for Articles 1st Edition 2013

Theme for next edition : EME as Leaders Everywhere, part 2

We invite you to send your articles and photos relating to the above mentioned theme and categories (maximum of 500 words). Please send your photos in a distinct JPEG file format rather than directly in the "MS Word" document used for the text. The photos must be at least 300 dpi (dot per inch), and 5"x7" of size or more to qualify for the cover page. The author of the article and people portrayed in the photos must be identified at the end of the article as follows: Rank, initials, last name, trade and unit. **Deadline for submitting your article is January 14, 2013.** We reserve the right to select articles and to modify the texts according to the space available.

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Interviews with EME leaders

The multiple points of view on leadership

Whether in the Forces or retired, officers or non-commissioned members, they all have something in common: they are, in their way, leaders of the Electrical and Mechanical Engineering Branch. The next pages present a summary of the discussions we had with six of them. Five other interviews will be published in the first edition of 2013. For the complete interviews, please visit

www.emebbranchgem.ca



CWO (ret'd) Arthur Rest

CWO (ret'd) Rest served for 36 years as a Veh Tech in the EME Branch, during which time he served as Branch CWO and DGLEPM CWO. After his retirement in 1996, he became an LCMM and Contractor within DGLEPM.

In what way did the training you received as an EME technician help you build your leadership skills?

EME training forces individuals to go outside their comfort zone a little bit. Pushing individuals out of that zone allows them to grow and it certainly did that for me.

What do you think a leader could bring to the Branch?

A leader will make sure that the cohesion of the Branch stays together and ensures that the maintenance of that cohesion is one of their top daily priorities.

Did your leadership skills help you after you left the EME Branch?

Yes, the Branch prepared me very well for all of the positions. The Branch taught me all about technical skills and the different positions required in a project to get the job done effectively. My jobs as ETQMS and Branch RSM in particular contributed greatly to those skills.

From your point of view, what is a good leader?

You have to be honest and lead by example. You have to be able to communicate very well, not only to your subordinates, but also through the chain of command. Finally, you have to look after your people and take care of them.

"You need to develop your subordinates, force them to stretch their skills level. People in the Branch are very smart and knowledgeable; trust them."

Have you ever had a mentor or someone who inspired you as a leader?

I was mentored throughout all of my career. I would say if, as a leader, you see an opportunity to mentor, you need to take the time to do so.

Any advice for future EME leaders?

Pay attention to your training! It will lead you throughout your career!



MGen Ian Poulter

MGen Poulter joined the forces in 1976 and served in many command and staff positions, including 2 ASG Commander in 2005. Since July 2011, he has been employed as Chief of Programs under the VCDS.

How do you view leadership?

I think you see two kinds of leaders when something goes wrong. The first type is the “If only I’d have”, as in “if only I’d have done this differently” and the second type is the “Next time”. The first type will try to find what you or someone else should have done and try to affix blame, but it’s less than useful; the mistake has been made, it’s passed. What you have to focus on is the “next time”. Look forward. I don’t want to know who made the mistake, I want to fix the problem.

In what way did the training you received as an EME officer help you build your leadership skills?

EME training, back in the day, was focused on leadership. Taskings and missions throughout my training increased in complexity. It was a very gradual development and worked very well. I have learned that the EME Branch, especially, is all about leading people and understanding the difference between leading the Branch and managing the maintenance function (People vs LEMS).

What do you think a leader could bring to the Branch?

Leadership is an art as much as it is a science, and a good leader will bring a perfect mix of both. You can not be successful with one and not the other. When you understand both and embrace them you will be successful.

What are the most important values you demonstrate as a leader?

Confidence, a sense of humour, and honesty to yourself, your troops, and your superiors.

Do you think mentorship can be useful for leaders?

Mentoring is most definitely important. However, there is a difference between mentoring and setting the example. There is formal and informal mentoring, as well as good and bad examples and you can learn equally as well from either. Subordinates are also a great asset and can greatly enable a leader to have the technical knowledge on what they need to do to be a better leader.

“Understand what it means to be a situational leader and practice the concept.”



BGen (ret'd) Camil Giguère

BGen (ret'd) Giguère served as DGLEPM from 2005 to 2009. He retired in 2009 after 34 years of service and he is currently the Director of Land Systems within the defence industry of Thales Canada in Ottawa.

Can you mention one key position where you improved your leadership skills?

One of the first places I was posted as a Captain was a platoon commander of 75-80 people in a forward repair group in Germany. Being in charge of so many people from the start of my career really forced me to develop myself and my leadership skills. I recognised that you need to face all issues, even those which resulted in unpopular leadership decisions. You must be able to be mission focused and make decisions in the best interest of the organisation.

Did the leadership skills you developed while working in the EME Branch help you down the road? How?

I benefited immensely from the leadership and people skills I developed while working in the Branch. These skills were fundamental in allowing me to transition smoothly into a civilian job. Working at 202 Workshop Depot reinforced the skill and knowledge I developed throughout my career allowing me to adapt to civilian employment at Thales Security.

“Be an influential leader, know what drives people to do a good job, always take action and have initiative. Be human!”

From your point of view, what is a good leader?

A good leader utilizes transformational leadership and not positional leadership. Loyalty of your soldiers is only earned through the actions and decisions you make. And it is about doing what is right even though it is hard. In the end this is why people will look up to you.

How do you usually motivate a team when it faces a difficult situation?

Genuine concern for peoples' problems will go a long way. I make sure to leave my ego out of the problem and really dig to find out what drives the individual. I try to find out why they would follow me if I were just another person and not their boss; in one word, their motivation. For me, it is important to give them a reason to feel like they are part of the team and part of the solution.



LGen (ret'd) Robert Fischer

LGen (ret'd) Fischer served 37 years in the Regular Force, including appointments as Branch Advisor, ADM(Mat) and as a member of the Armed Forces Council. He retired in 1996 and has since been employed as the Vice President of Business and Government relations in General Dynamics, President of RNF Consulting Inc. and Senior Associate with Tactix Government Relations and Public Affairs.

"As I look back on my successful careers, I have a profound respect and appreciation for the leadership and technical training I received as an EME officer."

Can you summarize your career with some key positions where you improved your leadership skills?

My early career was operationally focussed and as such, I had the opportunity and the privilege of serving in the field with a lot of experienced and skilled NCOs and craftsmen. The position which probably influenced my leadership style the most was that of Maintenance Officer with 2 RCR in Germany; it played a major role in preparing me to command 4 Service Battalion some 10 years later. While I never had a mentor per se, I was certainly influenced by a number of EME role models along the way. Several years later I helped mentor a number of younger EME officers.

In what way did the training you received as an EME Officer help you build your leadership skills?

The training I received as a young EME officer provided me with the basic but critical leadership and management skills I would need to succeed in my first few postings. Other courses such as Staff College helped me gain a better understanding of our "customers" as well as a better appreciation of the Canadian Forces. The fact that so many senior EME officers have been appointed to important staff positions at NDHQ and elsewhere over the years is testimony to the excellent leadership training our Branch provides.

Did your leadership skills help you after you left the EME Branch?

Since one never "leaves the EME Branch", I will interpret the question from the perspective of my second career with Canada's defence industry. Without a doubt, the leadership and management skills I acquired within and outside the EME Branch served me very well. It shouldn't be a surprise that so many members of our Branch have enjoyed very successful second careers.

How do you motivate a team when it faces a difficult situation?

Good leaders shouldn't need to be motivated - they usually respond well to any challenge. Having said that, it's important that the team be given clear and achievable goals. I also found that empowering people is a good motivator.

Could you name one great accomplishment as an EME Officer in a leadership position?

I would rather describe the accomplishments which gave me the most personal satisfaction; in my case it's a toss-up between the three years I spent with our Officer Training Company in Borden and my time as Project Manager for the MLVW and Iltis projects. Several years later, it was most rewarding to see some of those same EME Officers assume leadership positions in our Branch - we must have done something right at the EME School! As for my time as Project Manager, it was a great learning experience, one which would later serve me well as ADM(Mat) and as a member of Canada's defence industry. My only disappointment is that the venerable MLVW still hasn't been replaced!



CWO Wendy Mooney

CWO Mooney joined the Forces in 1978 and was promoted to CWO in 2011. She has served as the DSSPM Directorate CWO and the Assistant Occupational Advisor from 2011-2012. She currently holds the appointment of ETSM for LFAA, 3 ASG Tech Svc Branch, and Maintenance Coy.

Can you mention one key position where you improved your leadership skills?

As a senior MCpl, I was put in a position usually filled by a Sgt or a WO because we were short on staff. The challenge was there and I succeeded at it, so I told myself "Wow, I can do that job and step up, I can progress". You improve your leadership skills when you go a step further and you are out of your comfort zone.

"At the beginning of my career in the late-seventies, it was impossible as a woman to even think about the rank of CWO. To make it further than corporal in that type of non-traditional role was something."

From your point of view, what is a good leader?

A good leader has to be visible. Actions speak louder than words. It's sometimes very hard when you are in an administrative role and are dealing with tons of emails but still, the action is outside your office and you have to know your audience in order to adapt your leadership to them.

Do you think mentorship can be useful for leaders?

Yes, but I use more the word and concept of 'influence' more than formal mentorship. There are a couple of individuals who have worked for me in my career and we still keep in touch when they face a challenge or need to discuss a decision they are not sure of. On the other hand, I learned a lot since the beginning of my career from the people who were around me. They influenced me and they passed on that extra knowledge because I wanted to work hard.

How do you get your people to work together and take a common approach?

Communication is everything. You have to make people feel they are part of the solution instead of part of the problem.

Any advice for future EME leaders?

Be honest with yourself, don't try to pretend to be someone that you are not. Leadership is something you progress with. Know your strengths and limits, be realistic in your own approach. If you don't have that confidence in what you do, your people will question your every move.



Col (ret'd) Murray Johnston

Col (ret'd) Johnston served 32 years as an EME Officer, during which time he served as DSVPM. After retiring in 1983, he served as Director of the National Emergency Agency and 13 years as Colonel Commandant for the EME Branch and is currently the president of the RCMEA.

Did your leadership skills help you after you left the EME Branch? How?

My experience with the Branch gave me the opportunity to make many contacts, so when I retired I very quickly got another job. From 1983 to 1991, I was the Director of the National Emergency Agency for Energy in the Department of Energy, Mines and Resources and the Canadian Representative to the NATO Petroleum Planning committee. That position required the same basic leadership skills as EME does but with an additional emphasis on international diplomacy.

From your point of view, what is a good leader?

Fundamentally, it is someone who knows what the group expects and needs from its leaders and use the right leadership style. A good leader is also someone who is loyal to his or her soldiers and superiors while at the same time keeping an eye firmly on the mission.

How would you describe your basic leadership style?

First of all, my leadership style is based on team work with each team member as important as any other. Become sufficiently competent in what your soldiers do so that they have confidence in your directions and orders. In my view that is the kind of leadership the EME technicians are looking for.

How do you get people to work together and establish a common approach to a problem?

You really have to adapt your style to the team you work with if you want to succeed. When someone has a very different agenda, you have to find what it is and take action to make sure you'll be able to get to your goal. A neat way to deal with such cases is to describe what you want done in a way that allows people to understand what they must do but think that they themselves came up with the idea.

"Listen to your soldiers, they have good ideas, a lot of experience, and they want to help you - and if you use their ideas make sure that you give them credit. Mix with your soldiers, while keeping your focus on your platoon objectives. Prove your support to your unit by trying new approaches for your task."

The next edition of the EME Journal will include interviews from BGen Patch, BGen (ret'd) Brewer, CWO Froment, CWO Dalcourt, and Col (ret'd) Nellestyn.

Regimental Command

The 'Royal' Designation – Update

On 31 May, the Commander Canadian Army sent a letter, to the CDS' attention, which seeks to inform and receive the CDS' support of the Army's way-ahead on a number of changes related to the restoration of Royal prefixes. These changes relate to Branch names as well as elements of Army Heritage including Marches.

Having received the appropriate feedback from a variety of stakeholders, the Army proposed to the CDS the way ahead for restoring the Royal prefixes for respective arm's units and corps'. This proposal included the reinstatement of the 'Royal Canadian Electrical and Mechanical Engineers' (RCEME).

A positive return would then see each Branch going through a formal independent request through Directorate of History and Heritage which is when the details of the actual changes would be confirmed. For the EME Branch, should the 'Royal' prefix be reinstated there would be no requirement to change the Cap badge as the current badge already represents the "Royal Canadian". Indeed, the crown represents the "Royal", the Canadian maple leaves around the neck of the horse signify the identity of Canada and differs from



For the EME Branch, should the 'Royal' prefix be reinstated there would be no requirement to change the Cap badge as the current badge already represents the "Royal Canadian".

the Fleur-de-lis that are on the REME cap badge. The globe displays the American continent and, finally, the name EME/GEM is written across the badge itself. In addition to the cap badge, there is no requirement to change the current EME Flag.

The only accoutrement change that would occur is to the Shoulder Flashes as well as the CADPAT and DEU epaulettes. As it would take the supply system some time to produce epaulettes, an alternate source for one time procurement at no cost to members, Regular and Reserve, would be explored.

Further information will be communicated once a response from the CDS is received.

Recovery Challenges and New Equipment

Major RR Chenard, EME, DSVPM 6-2

We would be preaching to the choir if we told you that the Army needs a new and modern recovery platform. From the longstanding inability to recover a LAV III to the most recent technical issues related to the HL Wrecker stinger, one could easily make the case that a new recovery vehicle is long overdue.

The HLWV Wrecker has been one of the Branch's work horses for the last 30 years. Despite being overhauled from 2003 to 2005, the fleet is starting to show signs of fatigue and will soon be overmatched with the impending acquisition of heavier logistic and fighting vehicles, such as the MSVS SMP, CCV and LAV Up.

The Army and the EME Branch recognize that a current and future recovery capability gap exists, and in response have stood up an Enhanced Recovery Capability (ERC) section to address recovery as a whole. One of the team's first mandates is to procure and field up to 40 fifth-wheel towing and recovery devices (FWTRD) over the next 2 years. These devices will be similar to the Tru-Hitch™ model which has been successfully proven on operations and domestically for several years. Experience has shown that this type of recovery platform is extremely versatile and, with the addition of a heavy duty winch, it would be capable of conducting extrication, transfer and backloading tasks for any wheeled vehicle. These recovery



FWTRD recovering battle damaged vehicles in Afghanistan.

"One of the team's first mandates is to procure and field up to 40 fifth-wheel towing and recovery devices over the next two years."

devices will be fielded to maintenance organizations across Canada in support of unit training and the national recovery network.

The FWTRD will convert tractors into recovery vehicles and will require EME and Transport integration in order to conduct recovery operations. In certain instances, the local chain of command will have the flexibility to qualify and familiarise a minimum number of Veh Techs in the role of tractor operator.

Concurrently, the ERC team is also working on defining the requirements for a permanent replacement for the HL Wrecker. This future wrecker will have the mobility, protection and payload requirements to meet the Army's future recovery needs.

With these two recovery initiatives underway, the EME Branch will be well positioned to provide the Army with a highly capable and robust recovery capability to meet the Army's short term and future recovery needs.



FWTRD LAV III recovery trials in CFB Gagetown.

Ex RAFALE BLANCHE 2012

Using an ECP in the context of a large-scale deployment of 5 CMBG

Sgt J. Rodrigue – A Sect Comd Maint Coy 5 Svc Bn

From 31 January to 9 February 2012, the maintenance company of 5 Svc Bn participated in Ex RAFALE BLANCHE 2012 in the Beauce region. One of the Maint Coy's tasks was to support the deployment. As described in the towing plan, the support consisted in repairing and towing all 5 CMBG vehicles involved in the road move to the area of operations and as far as the unit positions.

An Equipment Collection Point (ECP) was established at St-Malachie. The ECP concept calls for the recovery of materiel that cannot be immediately absorbed by the repair facilities. ECPs are also established when the distance between repair facilities is too great or where changes are occurring, for example, the move of a maintenance unit.

The weather, mostly cold and unsettled, proved to be the main factor contributing to vehicle breakdown during the road move. Despite all these recoveries, the ECP was not used to its full potential because we were able to deploy all the damaged vehicles to the front, which was the primary mission of the road move support team. Obviously, given the weight and the configuration of the military vehicles we use, most of these vehicles could not be towed over long distances using a military tow truck. This explains why the deployment could never have been completed without the collaboration of elements from transport and their flatbeds.



A mobile garage was installed on the FOB in order to offer forward repair services.

Deploying a FRG to support four combat units

Lt N. Arseneault – Veh Pl Comd, Maint Coy 5 Svc Bn

From 5 to 7 February, the support element (SE) deployed to Beauceville as part of Ex RAFALE BLANCHE 2012 was mandated to provide a Forward Repair Group (FRG) to reduce the lines of communication between the 5 GBMC forward units and the SE.



Members of the FRG arrive on sight, with the MRV securing the FOB access.

The Maintenance Company therefore deployed a FRG for an indefinite period of time comprising 25 members, the majority from Maint Coy. However, there was also a signals team to ensure good communications with the SE, the command post (CP) of the unit deployed in the area of operation where we were, a towing element from the Supply and Transport (S&T) Coy, and a mobile repair team (MRT) from the Service Coy to keep the FRGs equipment and vehicles in good working order.

Thanks to the expertise and readiness of the members involved in supporting the road movement, Maint Coy was able to prepare and deploy an FRG within 36 hours. Since the FRG site was located half way between the forward line of the front units and the SE, the FRG had to complete a road move of roughly one hour and then erect the facilities necessary to do 2nd line repairs autonomously on site.

We really saw the importance of cooperation and coordination among key deployed SE elements when conducting combat support activities near the front as well as the fact that support possibilities are almost endless when all elements contribute to a mission's success.

A Year in Review: QL4 (OJT) Training Company, 2 Svc Bn

Major Adrian Adams, OC QL4 (OJT) Training Company, 2 Svc Bn

Upon being posted to 2 Service Battalion (2 Svc Bn) as OC FSG, I arrived and was tasked to convert the FSG HQ into a QL4 (OJT) Training Company (Trg Coy) framework. With over 150 EME OJTs, and more forecasted, it was deemed necessary to establish an interim company framework to provide oversight until numbers reduced. From this intent, Training Company was then established on 6 September 2011 in H-112 on Canadian Forces Base (CFB) Petawawa and housed in the former Maintenance Company, Training Platoon's lines.

The stand-up of Training Company saw Training Platoon, Maintenance Company become part of Training Company with an additional command team structure. Just to mention one of the many types of training to coordinate, this new sub-unit delivered outstanding on-job training (OJT) to all-trade technicians in house, using rotations with major units on CFB Petawawa in order to achieve their OJT qualification before being loaded on their DP2s (previously called QL5) at CFSEME in Borden.

OJT Training Company also runs a series of exercises designed to develop the necessary OJT skills to learn MRT drills, field recovery operations, command post duties, and refresh basic fieldcraft in order to prepare them for their DP2 and a career as a soldier technician. Ex TRAINING MAINTAINER was run in Fall 2011 with great results and Ex TRAINING MAINTAINER II was the second exercise in a series that is internal to Training Company, and was executed in May and June 2012. These exercises not only provide individual skills but provide leadership opportunities for the OJTs and promote teamwork and esprit de corps.

After the first year of existence, OJT Training Company has had many OJTs complete their Threshold Knowledge Test and achieved their OJT qualification. We also have had many other successes as listed below:



In 2011 and 2012, OJT Training Company run a series of exercises (as Ex TRAINING MAINTAINER I and II showed above) designed to develop the necessary OJT skills.

« This new sub-unit delivered outstanding OJT to all-trade technicians in house and through rotations with major units on CFB Petawawa in order to achieve their OJT qualification before being loaded on their DP2s at CFSEME in Borden. »

Ex COLLABORATIVE SPIRIT

During this annual event hosted by LFCA to familiarize senior government officials, industry leadership, and senior officers from JCSP on 2 CMBG combat capabilities, Training Company coordinated the transportation, RSOMI, field kitchen, and reconstitution & redeployment of guests for this event.

Ex ARCTIC CAT

Training Company was tasked with planning and conducting the Battalion Winter Warfare Program through January and February 2012. Training Company ensured that all personnel involved acquire the knowledge and experience necessary to survive in extreme cold weather conditions.

Ex IRU FLG

2 Svc Bn is mandated to maintain a High Readiness (HR) sub-unit for domestic operations ranging from small scale

to a Task Force of up to 1500 personnel. To maintain a High Readiness (HR) FLG, 2 Svc Bn designates soldiers to be screened, conducts annual HR element recall exercises, and ensure HR elements can meet assigned NTM timelines.

Training Company has grown over the year; we now have over 180 EME OJTs and with staff, we are composed of 210 soldiers all ranks. We are beginning to receive new training aides, and we have increased our infrastructure footprint to match these new requirements. As we look forward to APS 12, OJT Training Company will continue to coordinate and deliver outstanding OJT and accomplish any other tasks assigned.

Visit from 6th Field Squadron Cadets

Cpl Guillaume Landreville, Base Maintenance Land, Victoria, BC

On May 4 2012, Base Logistics Land Maintenance Facility, better known as TEME, had a visit from 6th field Squadron Royal Canadian Engineer Cadet Corps. The 13 Army cadets did extensive fundraising, collecting enough money to travel from North Vancouver to visit and learn about CFB Esquimalt.

The cadets visited all the facilities and saw the different trades working at TEME; from the Tool Crib to the LCIS shop where you can find so many different impressive electronic devices and test equipment.

The cadets did a casualty extraction (recovery) using the main winch on the HLWV Wrecker. While the youngest cadet of the group was in charge of the scene, others took care of bringing the winch all the way to the vehicle and taking care the hydraulic controls.

The tour finished with a little challenge: using the 20 ton crane on the wrecker, they had to insert a welding rod into a small container located 10 feet away, which had an opening no bigger than an average fist!



The day was a total success; it gave the cadets an up close and personal view as to what an EME technician does while in garrison.

Learning Innovation

Training modernization at the Canadian Forces School of Electrical and Mechanical Engineering (CFSEME)

Paul Hallett - Training Modernization Project Manager – CFSEME

Most of us have suffered “death by powerpoint” and recognize that traditional “stand and deliver” instruction is not always effective or engaging. Our newest generation of young soldiers have bypassed this concept, and are already familiar with more advanced methods of learning delivery. They require instant, personalized access to information and frequent feedback. They step back in time when they step into a classroom arranged as rows of desks facing the “Sage on the stage”. We also have a greater diversity of students entering the military than ever before. We need flexible training methods that can cope with a wide range of abilities and experience.

The Three Tier Trial was a Canadian Forces Support Training Group (C F S T G) initiative that aimed to “validate systems and procedures required to improve the quality of training delivered ...at CFB Borden” The trial encompassed courses at three levels; DP1, DP2 and an advanced level course. The CFSEME Veh Tech DP1 course was selected and the trial ran for two months in early 2012. The Trial gave the School an opportunity to try out a combination of modern training methods and allowed our Instructors to experiment with alternative delivery techniques. The 24 students were issued laptops, with wi-fi access provided in the classroom and in their upgraded accommodation. Student rooms were designed to facilitate study and incorporated room dividers, noise abatement measures, and improved lighting. A number of rooms were also converted into group study areas.

Most importantly, the course instructors were trained to use alternatives to traditional training methods. During the trial they used internet-based learning management systems, group based activities and a concept that has been termed “flipping the classroom”. This meant that the students researched learning material,

“ Students were proud of the work that they produced and one instructor commented that the course was the most cohesive that he had seen in his 5 years at the school. “

either individually or collaboratively, and then presented what they had learned in a group setting, moderated by the instructor.

If producing motivated, successful students and unstressed

instructors is any measure of success then despite some unfamiliarity with the training methods, and some initial stumbles, the results were outstanding. Students were “proud” of the work that they produced and one instructor commented that the course was the most cohesive that he had seen in his 5 years at the school. Their academic results were equal, or better, than a control course and they were overwhelmingly positive about the entire experience. Initial set-up did keep instructors busy but once the course was underway; their new role as learning “guides” was more interesting and their routine workload was reduced.

Education has evolved and the future of the CF is already here. CFSEME is challenged to keep up. We aim to do this by grasping the lessons learned from the Three Tier trial, training our instructors and continuing to trust them, and our students, to innovate.

Operational MPEV Undergoes Modifications in Support of Field Operations

Véronique Millette, Engineer in Training, DGLEPM

“Since the start of Op ATHENA Roto 3, the Multi Purpose Engineer Vehicle (MPEV) fleet that are in service with 42 Engr Sqn has been subject to a VOR rate of around 50%.

Although the VOR rate was lower during Roto 2, this was due to 23 Fd Sqn not deploying the vehicle outside of the wire because of its unsuitability for operations in Afghanistan...”

(UCR 6404/ER/2007/002)

These two paragraphs caught the attention of DSVPM 4 EMT, who manage the Multi Purpose Engineer Vehicle (MPEV). The MPEV is a high-speed backhoe and front-end loader with a custom-designed chassis and suspension in order to allow it to operate at speeds over 80 km/h on paved roads. The vehicle was fielded in 2003 for domestic use, but was subsequently armoured to support operations in Afghanistan.

The harsh environment of the operation in Task Force Afghanistan (TFA) brought to light deficiencies in the vehicle's performance. What did DSVPM 4 do to resolve these issues? Read on.

In November 2007, DSVPM 4 coordinated with a provincial engineering organization in Humboldt Saskatchewan, called the Prairie Agricultural Machinery Institute (PAMI). PAMI was asked to investigate the issues on the MPEV and to recommend solutions that would improve the performance of the vehicle. They recommended and implemented a number of modifications.

With the main complaints relating to the vehicle's cooling and hydraulic systems these areas were first on the list for investigation. After discovering that the cooling system was heavily

biased towards the engine, PAMI redesigned the hydraulic and transmission cooling systems to balance the systems for better hot weather



2 CER and 5 RGC each provided a skilled operator to assist in the testing and evaluation. The soldiers using the MPEV P1 during the testing provided positive feedback.

performance. Ultimately the modifications led to the complete replacement of the hydraulic, electrical, cooling and control systems.

These extensive modifications resulted in a more compact design and allowed PAMI to lower the hood line, installing a one-piece hood that is stronger and permits quick access for maintenance. PAMI also added a camera system that provides all around situational awareness and better bucket visibility. The loader arms were replaced with a design that boasts a longer reach and higher dump height, which allows the machine to easily load an HESV.

Once the modifications were completed, this

MPEV (named MPEV P1) was tested for hot weather performance in Nevada in August 2011. With the return of the vehicles from TFA, the

team had an opportunity to modify four vehicles to match the performance of the MPEV P1. Unfortunately the MPEV P1 modifications proved to be very expensive and too time consuming to meet deadlines in support of field operations. As a result, a decision was made to implement a selection of reduced-scope modifications, which would use lessons learned from the MPEV P1 to produce a series of small-scope solutions to improve the performance above the MPEV baseline through the Inspect Repair

and Paint Program (IRPP) at 202 Workshop Depot.

DSVPM has put much effort into this project to ensure that the MPEV can provide the best possible service to the Army. In the short term, the modified vehicles should provide improved performance to the deployable fleet. In the long term the MPEV's future is uncertain with divestment in consideration.

What do you think about the MPEV? Comments are welcome by e-mail to Elizabeth Brandon-Williams (Elizabeth.Brandon-Williams@forces.gc.ca)

The LRSS Upgrade Project

Jonathan King, LRSS UP Test Engineer

The Light Armoured Vehicle – Reconnaissance: Surveillance System Upgrade Project (LRSS UP) will modernize Land Force reconnaissance and surveillance capabilities through the acquisition of a state-of-the-art surveillance system, which will be integrated onto an upgraded Light Armoured Vehicle III (LAV UP) chassis.

LRSS UP is a major Crown project within Director Armoured Vehicles Program Management (DAVPM). The project has evolved significantly since it first received Senior Review Board endorsement in March 2005. It has now a mandate to replace 141 Coyote surveillance vehicles with 66 state-of-the-art surveillance systems mounted onto LAV UP vehicles. This new platform will be referred to as the LAV UP RECCE and will improve the operational capability, protection levels and flexibility of the current fleet.

The LAV UP RECCE will be fully loaded with the latest surveillance system technologies and will push the envelope in terms of Detection, Recognition and Identification (DRI) capability. The new sensor suite will consist of electro-optic (EO) sensors for long-range day/night visibility, thermal imagery, near-infrared (NIR)

illumination, range detection and MSTAR radar integration. The vehicle will have a satellite-on-the-move (SOTM) capability which will provide full integration and high-speed information exchange with the Land Command Support System (LCSS). The Operator Control System (OCS) requirement is envisaged as cutting-edge, immersing the operator with a fully digitized man-machine interface capable of controlling every aspect of the sensor suite through multiple input methods, including touch-screen monitors. The operator will also be provided with the tools to easily pre-process intelligence before sending it higher. Furthermore, the LAVUP RECCE will be dual capable, meaning sensors can be mounted on an extendable mast, or mounted on a tripod away from the vehicle. The crew will have the ability to conduct reconnaissance operations while on-the-move or in a silent watch mode.



Implementation is scheduled to begin in mid 2014 and an Initial Operational Capability (IOC) of nine vehicles is currently forecasted for the fall of 2015.

Once the contract is awarded, the sub-system competitive procurement process will commence, as well as a number of important performance studies and trials designed to minimize the integration risk of the surveillance system onto a LAV UP.

Direct Tow Testing of the TLAV

Major G. Olivier, DASPM 2

A few years ago, the Directorate Armament Sustainment Program Management 2 (DASPM 2) was trying to procure the TLAV with a system that would allow for the direct tow of the Wheeled Light Armoured Vehicle (WLAV) to hard surface for standard recovery.

In other terms, the intent was to equip the TLAV with an auxiliary air-brake system (AABS) hooked up to the WLAV connected by an A-Frame, so both vehicles could engage their braking systems at once and together, allowing the TLAV to direct tow the WLAV in its full weight/war configuration.



minutes onto the slope, this without the engine operating.

Straight line brake testing was then conducted for emergency stops at speeds up to 41 km/h. The stopping distances at 40 km/h barely exceeded the length of the MTVR-LAV III combination

(16-18m). In fact, the MTVR, its AABS, the A-Frame used, and the WLAV held on and performed very well. In other terms, 91K lbs of momentum at 40 km/h was vanquished in less than 18 m.

Last, cross-country testing was held, which proved successful as well. The AABS is now deemed ready to proceed to a user trial in Gagetown this fall. For many years now, a comprehensive direct tow solution for the WLAV has been lacking. The Electrical & Mechanical Engineering (EME) Branch should soon have this option available, the MTVR with AABS. DASPM 2 and the TLAV to the rescue, once again...

Bluebell and EME Day

Ottawa

Capt Tim Caines, Maint O 2 Svc Bn, Petawawa

In support of the conference's theme of EME as Land Equipment Engineers... A Combat Multiplier, BGen Patch, Director General Land Equipment Program Management (DGLPEM), gave a presentation on the Army capital acquisition program that will introduce new capabilities such as the Tactical Armoured Patrol Vehicle, Close Combat Vehicle, and Medium Range Radars to the Canadian Army in the next 5 years. Highlighting these capabilities provided a direct correlation to the Branch Advisor's, Colonel Eldaoud, vision that EME has a larger role to play in the Canadian Army as Land Equipment Engineers at the tactical level. With the introduction of increasingly complex equipment, members of the Branch will see increased responsibilities as the technical advisors on all equipment at the tactical level. It will be our responsibility to increase commanders knowledge and understanding of SUSTAIN considerations while at the same time enhancing our own understanding and role within the other combat functions.



PHOTO: Charles Frost



The sports day was organized by Lt Nicolas Arseneault and MWO Mario Gagné. Teams representing the units battled against each other, showing their esprit de corps through friendly competition.

Valcartier

WO Martin Boissonneault, Valcartier

Everything started with a mini Bluebell organized by Maj François Camus and Maj Étienne Gauthier. Our mini Bluebell turned out to be a good professional development opportunity for the master corporals and others, particularly when guests from Ottawa and Montreal came to present technical subjects to us relating to land equipment developments and improvements.

A gathering in the form of a mess dinner was held to celebrate the 68th anniversary of the EME Branch. The event finished the following day with a sports day. EME members even had the chance to test their cowboy skills on a rodeo bull.

Kuwait

WO Steven Slominski

With a detachment crew of only 17 personnel, EME was well represented in the form of the Detachment CSM and Operations Warrant Officer. MWO Kevin Northorp and WO Steven Slominski kept the EME traditions alive and well throughout the tour, and even though there were only two Branch members on ground, EME Day was celebrated in true EME fashion. The EME flag flew high and proud on the 15th of May along side our nation's and our host nation's flag. The afternoon saw our Branch members invite the rest of the OS Det, made up of a wide variety of logisticians to celebrate our Birthday with a BBQ and traditional refreshments (but without alcohol).

The OS Det is purely a logistics hub for Op ATTENTION and several other important activities around this AOR, and support is also provided by the Det to a small Air Ops Section at Ali Al Saleem Air Base. Our vehicle fleet is rented and aside from the odd sewing task to mend a flag or two, our EME talents are rarely in demand. Aside from a couple of two-seater vehicles and two gators, the CSM is having withdrawals from not getting his hands greasy. Not from the lack of trying however. MWO Northorp was caught several times with a "Gerber in hand" ready to do an oil change and play with the governor just to pull better donuts in the back 40 of our compound. Our EME spirit is well on display at the OS Det Kwt and we will continue to display our "can do" attitude in hopes that the EME personnel leave a lasting impression on this Det for many rotations that will follow.



Master Warrant Officer Kevin Northorp and Warrant Officer Steven Slominski in Kuwait.

Doing What We Do Best

By an EME Branch member with more than 31 years of service...

It all starts in Aug 2010 when the ET from Roto 10 in KAF gave the boys in A-shop a toy that was lying around. After sitting around for several months and providing the odd ride around the compound to blow off steam, the little white bike sat behind the shop awaiting disposal.

In Nov 2010 MCpl Breton (Robert) from 2R22eR out of Valcartier was moved from the main camp to FOB Shoja and after settling in called to have the little white bike shipped from KAF to the FOB. (Air Recovery)



Enter Cpl Granter (Ken) a Harley Rider. Same story drove it around and kept it running until one day the visionary kicked in, the same as stage one mods from roto 10, now stage two from roto 11.

And so it began. MCpl Breton recruited Cpl Fortier as an assistant in the project; after all two heads are better than one. The bike was stripped to the frame and rebuilt never to be the same again. The only thing better for a mechanic doing what he loves best, which is rebuilding anything and everything is the test trials at the end. So it's off to the far end of the FOB to do maintenance, using the new MRT of course. We found a great way to grade the helicopter landing strip, by turning small circles displacing gravel equally over the pad.



The famous little white bike during its complete overhaul.

Now as you can imagine the crows are all over this bike, with plenty of offers to take it off our hands. A flurry of activity and the bike goes from Cpl Breton to Cpl Granter coming in, on Roto 11 from 14 Wing Greenwood, with the stern warning to keep her running and "do not change her".

Enter Sgt's WO's and CWO. Long story short, "No Sgt you can not ship that bike to Canada". "WO what did I tell your Sgt no you cannot ship that bike to Canada". CWO just pack it up in a create and ship it to Canada. Word on the street indicates that the CWO Brian T. may have been the CWO at the time.

The bike was displayed at Bluebell in May of 2012. Many stopped to gaze and marvel over the workmanship. The EME heritage committee is now responsible for its future. Both Cpl Breton and Cpl Granter were very happy to hear the little bike that couldn't finally did.

Colonel Commandants' Lunch



On June 19th, the Colonel Commandant and three of the four living Past-Colonels Commandant and their wives met and had lunch at the home of Colonel(Retired) Gilles Nappert. From left to right: Mrs. Joan Johnston, Colonel(Retired) Bill Svab, Colonel(Retired) Murray Johnston, Mrs. Bea Svab, Colonel(Retired) Gilles Nappert, Mrs. Shirley Holt, Brigadier-General(Retired) Peter Holt and Mrs. Suzette Nappert.

All together their corporate knowledge of the Branch and its predecessors encompasses nearly 200 years of service including combat service in World War Two. They are the Branch's senior cheerleading section.

Tough Mudder : Bring in the Battering Ram

Cpl D. B. Winter, EO Tech, 1 Service Battalion

In early March, seven members from 1 Service Battalion were put together to compete under the name of Battering Ram to run a unique and interesting event called Tough Mudder in Whistler B.C. It immediately stood out as an event that reflected the essence of being an EME soldier. Run individually or as a team, Tough Mudder - Whistler was a 16km obstacle course with 24 obstacles along the way, and many of these obstacles being near impossible to complete alone.

We are support personnel, and more than that, maintainers. So it was decided that this should be reflected in our training. With the nature of the event, we also realized that there would be solo competitors from around BC that would require assistance through the obstacles, and whenever possible, we would make ourselves ready to help them through.

When the event kicked off, we maintained our focus to hit every obstacle as a team; and as a result, support oriented goal really stood out on two obstacles in particular.

The first of these two was an obstacle called the "Berlin Walls" consisting of two 12ft walls constructed out of horizontally laid 2"x4" boards stacked narrow side up. Us all having some experience with military obstacle courses, we were able to clear the wall with little problem and we gave our knowledge to other teams.

The second event mentioned was "Everest", a half section of a snowboarding half pipe. It was necessary for at least one person to take the 20ft run up on flat ground to sprint up the sloping portion and manage to snatch the top. In a change of pace for us, we managed to get two members to the top with the assistance of another team. This gave us a chance to put our egos aside and realize that as much as we support the people that accept a helping hand from us, there were those that aided us so we could do the same for others.

All in all, Tough Mudder opened our eyes to what

we are capable of achieving both personally and collectively. It also strongly emphasised that we in the EME Branch, at our core, are part of a mutual give and take support network. In my view, there's nothing that makes me more proud of being an EME soldier than driving myself hard and knowing it served to help others do the same.



On the photo, from left to right : Cpl Lanteigne, Cpl Spendiff, Cpl Newman, Cpl Wilson, Cpl Braun, Cpl Winter, Capt Lee. Picture was taken at the completion of the event, the flag having been carried in a ziplock bag in the back of a Camelback. Orange headbands for Tough Mudder are only given out to people that have completed the event, they are never for sale or available otherwise.

Adventure Training

Capt G Falck, 2 Svc Bn, Petawawa

2 Services Battalion Maintenance Platoon deployed to the Ottawa river in June 2012 for Adventure Training.

The Maintenance Platoon was instructed on basic rafting/guiding techniques, river morphology and swift water rescue.



Craftman Dewit « Buffalo Run 2012 »

Cpl D.J. Lalonde, Weapon Technician, CFB/ASU Wainwright

This summer, Craftman Justin Dewit, a Weapons Technician, completed the “2012 Buffalo Run”, a 224 km charity run from CFB/ASU Wainwright to CFB Edmonton in support of the Soldier On Fund.



Craftman Justin Dewit during the Buffalo Run in June 2012.

Corporal Jeffery Martins, also a Weapons Technician, penned the proposal for the event whilst training for the 2012 Great Canadian Death Race, held in Grand Cache, Alberta. In order to “up the ante”, he challenged Justin to join him.

With only two short months to prepare, they began an extremely rigorous training regime and were able to get several corporate and personal donations.

Unfortunately, a week before the run was to take place, Jeff became ill and was forced to withdraw

from the run. Despite this, Justin decided that he would proceed and attempt the run alone. He stepped off at 7:00 a.m. on Friday, 1 June, passing through the front entrance of the Base. For approximately 9 km, Justin ran accompanied by his colleagues and he completed his first day having run an astonishing 61 km.

The following day proved to be equally difficult as Justin's muscles had seized up overnight. The 37 km covered on foot proved to be excruciating, but Justin, nearing his physical limits, persevered.

After a good night's rest, a difficult decision was made. It was decided that, in order to minimize the possibility of Justin sustaining an injury that might impede his ability to complete the event, he would attempt the third day by bicycle. It was postulated that this would give his feet and knees a break, allowing him to tackle the fourth and final day without worry. Justin travelled exactly 100 km from Holden to Fort Saskatchewan, battling a 20 km per hour headwind for the duration.

Justin completed the event on the fourth day, running the final 26 km to CFB Edmonton. He was supported by Master Corporal Mike Neil, who ran with him for the final 5 km of his journey. Justin passed through the front entrance of the Garrison at 12:30 p.m. on Monday, 4 June. Shortly afterwards, Justin proudly presented a cheque for \$1,630.00 for Soldier On.

Throughout this four-day harrowing experience, Justin demonstrated immense inner strength and focus, and garnered public support for the Bases and the Fund. Well done to him.

Camp Maple Leaf

Capt Michael Wagner, 2IC Support Sqn

Camp Maple Leaf summer camp was established in 1955 as a legacy from the Canadian Council of War Veterans. It was originally created as a living memorial, paying tribute to Canadian soldiers who sacrificed their lives for peace. Their vision was that no child would be turned away from summer camp for economic reasons.

Over the years the number of Veterans available to run the camp declined, and in 1995 they transferred ownership and rights to Banyan Community Services. Banyan Community Services is a not for profit social services organization. The Camp is still committed to carry on the original vision of the Veterans and create an environment of fun and a sense of community that supports families.

Since 2005, Canadian Forces Joint Signal Regiment's would conduct tasks of maintenance of equipment at the camp. This year, the Exercise saw 40 military members conduct safety upgrades, re-warehousing of the maintenance building, maintenance on camp vehicles, and general

maintenance on the island. They also move all the materiel needed to the island, which is no small task, using a small barge and pontoons

boats. With a great amount of pride and the satisfaction of a job well done, they completed the mission in only four days and maintained the legacy of the Camp.



An MRT vehicle being loaded,



**Weapons
Technicians**

Changes in the Trade

CWO C.J.P. Kelly, Weapons Technician, DASPM

The Weapon Technician Working Group, held in Ottawa, Ontario this past April, was a great (and overdue) opportunity to discuss changes in training and get feedback from senior technicians on how to manage the implementation of these changes.

In essence, there is a 25-day reduction in training days for DP 1 and 2 (not counting the savings in the On-Job-Training program) and a significant increase in material taught in DP 1.1 (the old QL 3). The revamp of these courses was done to address the Army's requirement to have trained and deployable soldiers earlier in their career, address the outdated training development documentation, and to cater for the introduction of new equipment.

understanding of maintenance procedures during their DP2; rather, technicians will be required to be proficient to level 3 (independent and correct procedures without supervision) post-OJT.

Many other challenges lie ahead:

- Better communication, both internally and with other trades with the possibility to establish



As the new AOA, CWO Kelly is going to to manage issues within the occupation, provide advice and assistance to the Occupational Advisor and Branch Advisor.

"Sometimes change is slow to implement; work you do today sometimes may not show results for years."

So what does this mean? The Working Group in April discussed many of the implications, and here is an example of two of the main impacts.

1- Firstly, CFSEME must develop the course material and find ways to adapt to the realities of today's generation of recruits.

2- Secondly, there will be a very significant increase in the importance of the OJT program. No longer will technicians re-confirm their

a communications network through Senior Trade Representatives in each of the Brigade areas, and starting a web-based information sharing tool (such as Sharepoint).

- Battle the inexplicably long delays in updating publications and checklists, and in acquiring tool boxes.

- Understanding the latest review of the Branch's vision and creating the conditions for trade success.

We look forward to working with you to continue to refine solutions to the challenges that lie before us and to become a tightly knit team of highly professional and competent technicians. For the leaders, remember to spend as much time on the shop floor as you can, and to get your technicians intimately involved in support to all ranges; this is the best classroom for a young Weapon Technician.

Introduction of the OA and AOA

Major Marc Bérubé is the Occupational Advisor (OA), and the Assistant Occupational Advisor (AOA) is Chief Warrant Officer (CWO) Clement Kelly. As your OA/AOA Team, it is our job to manage issues within the occupation, provide advice and assistance to the Branch Advisor and communicate to all of you the future of the trade. CWO Kelly brings a wealth of experience to the table. We would be remised if we didn't thank the outgoing AOA, CWO Steven Hansen, for his hard work over the last three years.



LG1 MKII Update

MWO M.D. Neitz , Weapons Technician, DASPM

On taking over the LG1 Mk II portfolio, I was tasked to research the cracking of the LG1 Breech Rings. Some units were reporting hairline cracks of the Breech Ring in the area of the Tee slot of the breech stop.

One severely cracked Breech Ring was tested by Quality Engineering Test Establishment (QETE) to find the mechanism of the cracks. QETE determined the number of load cycles to initiate and propagate this crack is estimated at a 104 order of magnitude 10,000 cycles. Because of repeated striking, the breech stop has initiated cracks within the Tee slot. Once QETE report identified the “where, why, and how” the Breech Rings were cracking, it was determined that firing stresses were not causing the cracks and that there was no danger of a breech failure.

DASPM 3 had to come up with an inspection plan to determine if the problem is isolated to a few well-used breech rings or the entire LG1 fleet. To complicate the plan the Army decided to relocate all the LG1 Howitzers to Land Forces Atlantic Area as the inspection plan was developing. As the Equipment Movement Orders were sent to units holding LG1 howitzers the inspection team of a QETE Non-Destructive Testing Technician and the Life Cycle Material Manager (LCMM) prepared.

The team headed East to the gaining units of the LG1 Howitzers. The inspection would involve six units in five different provinces. The team would travel through Quebec, New Brunswick, Prince Edward Island, Nova Scotia and Newfoundland. The inspection that QETE

“The new breech stop will have a new profile to eliminate the lever effect and the forward edge of the stop striking the Tee slot.”

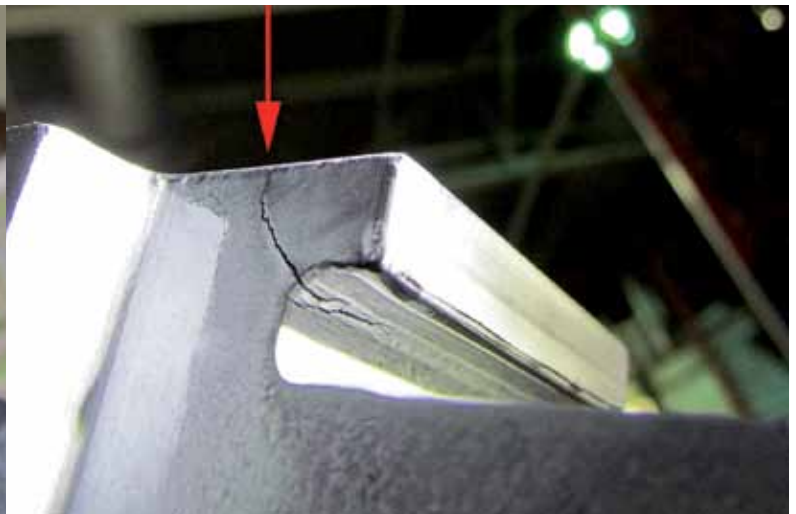
recommended was Magnetic Particle Inspection (MPI). This Non-Destructive Test would give a good indication of cracks and not cause further damage to the Breech. The results of the inspection brought forward a significant number of breeches having signs of initial cracking. The cracks vary from hairline to large prominent cracks that are starting to compromise the Tee slot of the Breech Ring.

DASPM 3 and Nexter the Original Equipment Manufacturer (OEM) have initiated several programmes and testing to rectify the problem.

Nexter has started testing to duplicate the mechanism of the cracking. Their test results have indicated that the forces applied to the Breech Ring in the area of the Breech Stop are significant. Nexter has proposed a new Breech stop that absorbs energy protecting the Breech Ring from impact forces. The new breech stop will have a new profile to eliminate the lever effect and the forward edge of the stop striking the Tee slot. Nexter's 3D modeling and Finite Element Analysis (FEA) shows the load forces that the Breech Stop

within the Tee slot. The new Nexter proposed Breech Stop eliminates these forces by cutting away the first 20 mm of the stop and making it from a softer material. The new Breech Stop will be replaced every 1000 equivalent full change (EFCs).

DASPM 3 has initiated a Breech Ring replacement program that will see the Breech Rings replaced over the next 2 years. The new Breech stop should be available once Nexter finalizes their research and development and FEA of the Breech.



Typical cracks found during the MPI inspection.



Vehicle Technicians

Time for Official Presentations

Maj K. D. Watson, EME Officer, DGLEPM, Occupational Advisor

We would like to take this opportunity first and foremost to thank the Branch Advisor and Chief for the opportunity for CWO Daniel David and myself, Maj Kirk Watson, in being chosen as your Vehicle Technician Occupational Advisor (OA) and Assistant Occupational Advisor (AOA). Secondly, we would also like to thank Maj Jim Bacon and CWO Sylvain Mailhot, the out-going OA and AOA Vehicle Technicians for their service to the trade in representing vehicle technicians across the country and wish them all the best in their future endeavours. Lastly, we would like to thank the vehicle technician community for the hard work already done and the future work we will undergo together in the betterment of trade.

We are in the midst of a wave of change for the Army and the Branch. Winston Churchill said “To improve is to change; to be perfect is to change often.” The mission in Afghanistan has transitioned to a non-combat role, we have begun deploying on Northern Operations, whilst remaining vigilant in training and preparing equipment for our next mission. The Branch has been moving in a direction which will see EME as the Land Equipment Engineers and Artificers of the CF. Vehicle Technicians across the country will play a critical role in supporting this new vision, both in its development and its application across the CF.

As the Vehicle Technician OA Team we are your conduit to the Branch Advisor and Chief, we work for you and are responsible to you to ensure your concerns are properly represented. Figure 1 outlines our roles. At the core of what we do is receiving your feedback on current initiatives and issues. This is achieved by having an open door policy for all technicians across the CF and by travelling across the country to get a

true understanding of what the issues are, what your concerns are, and inherently how best to resolve them.

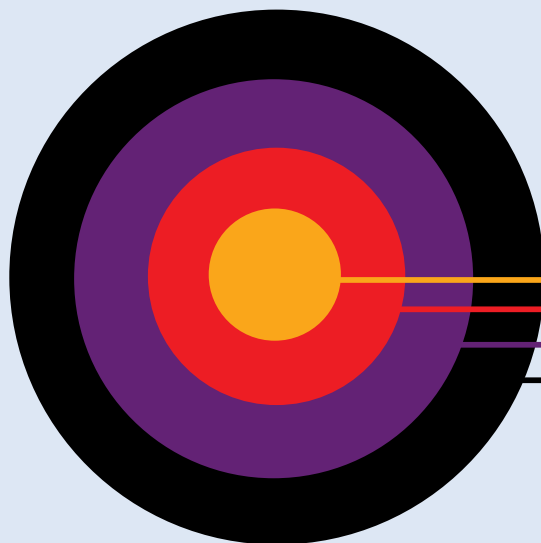
We will be cultivating the vehicle technician environment on Branch issues which may have an impact on the occupation. In addition, we need to inform the Branch on the vehicle technician occupation, giving the Branch Advisor the information and options he needs

“We will be cultivating the vehicle technician environment on Branch issues which may have an impact on the occupation.”

to guide the Branch. We will liaise with all levels, both internal and external to the Branch, to ensure that trade issues, concerns and successes are properly represented.

The vehicle technician occupation has a rich history engrained in the EME Branch and as such we will work with the Branch Advisor and Chief to foster an Esprit de corps within the occupation environment. We do not hold the monopoly on good ideas, and look to the vehicle technician community which is rich in knowledge and expertise to assist use in promoting trade Esprit de corps.

It is our intent that during our tenure as your OA Team we will exceed all your expectations and that we work together over this period to further the trade and the Branch in support of the CF. I know, together we will be able to face all the challenges which may come our way and we expect that, as an occupation, we will strive through and be positioned to support the requirements of the whole CF and Branch. We are extremely honoured to be your OA Team, following the Branch staff meeting this September we look forward to visiting and working hand to hand with all of you on current and future initiatives.



VEHICLE TECHNICIAN OCCUPATIONAL ADVISOR ROLES

- Feedback from Veh Tech Environment
- Educate/Advise all levels on Veh Tech occupation
- Liaison for the occupation
- Foster Esprit de corps within Veh Tech Environment



New 440-Round Ammunition Box

WO W. Flieler, RWS LCMM/TA

From 22-24 June 2012, the Directorate Armament Sustainment Program Management 2 (DASPM 2) got its chance to test the Remote Weapon Station (RWS) new 440-round ammunition (ammo) can with 4 Air Defence Regiment. Therefore, WO Flieler, Mr. Somerville (the TLAV Systems Engineer & Technical Authority (TA)), a merry band of Maintainers, few Artillery Gunners, and one Air Force photographer were off to shoot.

Day one consisted of some quick bench testing to see how the additional weight would affect the performance of the system. So far, the performance was exceeding expectations as there was virtually no change in the performance timings to manoeuvre the gun.

On day two, the test group met at the Regiment to depart to Argus Observation Point (OP) for live firing. Between the standard 220-round ammo box and the new 440-round ammo can, we managed to get through approximately 7 000 rounds, while recording all of our stoppages on Technical Incident Reports (TIR's). Everything from rounds tumbling in the can, cardboard fixes, and upside down belts were meticulously written down, including lengths of delays, crew involved, and recommended courses of action to overcome the noted problems. At the end of the day, we even threw in some fire and movement. There were experiments with everything from different



RWS AN/MWG 505 mounted on a TLAV MRT with new 440-round ammo box.

techniques of loading the ammo into the 440-round ammo can to a cardboard feed roller cover, all of which had varying levels of success.

On the final and third day, there were thunder showers in the off-road driving trails while MCpl Wadden and Cpl MacDonald put the new can with a weighted load through an aggressive driving pace and the can went through the effort with flying colors! Then, back to Argus OP to finish off the last of the live ammo and

660 rounds of blanks. By this time, the kinks seemed to have been worked out of the ammo loading process, resulting in far fewer stoppages due to tumbled ammo. Once the live ammunition was expended, it was time to give it a try with some blanks to test out how things would work in an exercise. At the end of the day, we learned a few things: new fire control techniques, a little origami, and a fresh respect for how much rainwater combat boots can hold.

Monday saw a follow up debrief for the After Action Report, where it was learned that combining all of the technical details of multiple stoppages and TIR's in a big summary exposes the limitations of one's understanding of the finer details. Fortunately, photographic supports from MCpl Wilson filled in many of the blanks; and let us match up pictures with of the issues experienced.

Mission accomplished. We said our farewells and expressed our sincere thanks to the participants and leaders of the 4 AD Regt's and of the Land Force Trial & Evaluation Unit, who helped as well.



From left to right:

1. Cpl Keith performing benchmark testing
2. Driving test crew, MCpl Wadden and Cpl MacDonald
3. Sgt Clarke and Mr. Somerville discuss feed issues



The Last Task in Kandahar

Cpl NTK Henry and Cpl JB Thorne

The task of the Mission Closure Unit was simple: pack up 10 years' worth of Canadian equipment in Kandahar Airfield and send it home. Within a few months, tonnes of mod tentage, stretchers and every other piece of Canadian equipment used in the southern Afghanistan had been inspected and shipped out. Only one piece of Canada was left: our monument dedicated to the 158 fallen soldiers. We knew weeks before the Minister of National Defence and Chief of Defence Staff made any announcements that we had our work cut out for us.

With a team of combat engineers we set out to complete the overall task. The engineers carefully dismantled the black granite face plates bearing the names of the fallen and packed them for shipment to Canada. Our task started small, cutting up rebar to clear the path for engineers to break through 25 inches of concrete. Normally in any maintenance workshop the Mat shop is the loudest, but that day we worked quietly in the background while two of the four sections and holes were burrowed under the pads to allow for the cross members of our frame. The project was ready for use to do our part.

With jack hammers and bobcats roaring in the background, we started building the framework to lift the section of monument out of its home. The job of positioning and welding the large pieces of I-beam was tedious and time consuming, but we made sure each weld was clean and perfect. With the frame built and the soil removed, all 15 tonnes of concrete were ready to be lifted onto its trailer and brought home. On that day, no stress from any Mat Tech qualification course could match what we felt as we stood by and watched 15 tonnes lifted out by our welds. Failure meant our past in Afghanistan went unpreserved. For the few minutes the monument was in the air, neither of us could watch. And then it was over, we picked up our tools and prepared ourselves for the next day of breaking ground and building frames.

The remaining 2 pieces of the monument went much easier than before, due to lessons learned from the first two. We started working on the remaining two pieces of the monument, welding the pair of 525 lbs frames for 3 days before the next lift was ready. Finishing on time we waited nervously for the crane to arrive. Seeing the last two come out of the ground was a bitter sweet feeling for us. We had accomplished what most said could not be done. The motto of the MCU is "to bring away with effort and honour". There was no greater honour we felt than the effort we produced to repatriate the Kandahar Memorial.



From top to bottom:

1. Materials technicians digging under the first section
2. Cpl Henry welding
3. The moment of truth: 15 tonnes of concrete is lifted out by the mat tech welds.



Left:
Materials technicians' last task: dismantle and repatriate in Canada the monument dedicated to the 158 fallen soldiers.



Ammunition Technical Officers

Changes in Training

LCol G.C. Garrard, Director Ammunition & Explosives Regulation 4 Compliance

Since I joined in the dark ages, I have heard it said that to be EME and an ATO is the end of one's career. While I will never be DGLEPM (I heard all those sighs of relief), I have had an interesting career not that different from many others out there in the EME Branch. The difference is I have also had three postings working with Ammunition and the ATO course.

It has been a varied, exciting, intense and greatly rewarding career in which I believe that I have made a difference and contributed to our Branch and the CF. Our Branch is a key part of the CF, critical to operational capability. Did you also know that Ammunition and Explosive (A&E) is a key combat supply; a battle winning capability representing the terminal effect of all weapon systems in SOF, CA, RCN and RCAF? It also represents a \$3 Billion (CAD) inventory plus a further \$240 Million (CAD) in annual expenditures within the DND NP budget. This inventory is taken care of by less than 180+ NCMs as Ammunition Technicians and 70+ ATOs and Ammunition Engineering Officers. Of the 70+ A&E Officers, only 16 are currently EME.

The CF is seeking to increase the number of

ATOs and Ammunition Engineers and the EME Branch views ammunition engineering as core EME Business. To that end and with the Branch Advisor's vision to put the "Engineering" back in EME Officers, EME is expanding its presence in

"[...] EME is expanding its presence in the Ammunition and Explosive world by embracing Ammunition and Explosive as core EME employment."

the A&E world by embracing A&E as core EME employment. To this end, the training of EME A&E personnel will change.

This fall we saw the first serial of the new Canadian ATO course taught in two parts. We will now merge these two streams into one in

order to address the skills needed to enable an EME officer to understand A&E as an Engineer with sufficient practical skills to contribute to vehicle survivability, terminal effects, intelligence or certification of ammunition for service use.

The EME model for training will become the Masters of Engineering (Chemical) followed by the ATO practical phase at CFSAL, Borden. While this will take slightly longer than "normal" CF ATO training of 12 months, the resulting training will uniquely qualify EME ATOs to be able to fulfill the roles the CF expects

of them.

We live in exciting times and this change in the EME Branch's view of A&E as mainstream and an integral part of EME employment will only make working in the EME Branch that much more diverse and exciting.

Tradition and History

Camp Barriefield 1946-1947

This photo was taken during the first «Post World War 2 RCME Recruits Course» held at Camp Barriefield Ontario from fall 1946/ late spring-early summer 1947. Some of the guys had already been overseas and were in the course to fill the class, so they were not truly 'new recruits'. It's when an inspection with medals has been called that the cat was let out of the bag...

This photo and moment of EME history was shared by Mr. John Irvine who we can see as a young recruit in the middle of the front row. Mr. Irvine died on Oct 3, 2012. Our sincere condolences to his family.



Reliving RCEME History

LCol Devon Matsalla, LCol Martin Corriveau, LCol Bryan Davidson, and Maj Frank Lavoie

At the 68th anniversary of Operation OVERLORD, four EME officers from the Joint Command and Staff Programme (JCSP) would tour the various battlefields of Dieppe, Normandy and Sicily, to study the Canadian contribution and identify military campaign lessons learned. These officers would visit the Royal Canadian Ordnance Corps (RCOC) and RCEME gravesites in order to understand the contribution of craftsmen to the war effort.

Seven RCEME graves at Beny-sur-Mer remind us in particular of the hard price that craftsmen played in the weeks following the landings. Following the seizure of the town of Caen, the 3rd Canadian Division, as well as the newly arrived 2nd Canadian Division, who had suffered so fiercely during the foiled Dieppe Raid of 1942, would push onto the Verrières Ridge. From July 22-25, 1944, Operation SPRING would foresee the advance of armour and dismounted Canadian infantry battalions onto the high-ground held by the battle-hardened 1 SS Panzer Corps. However, the infantry and armoured forces were unable to coordinate their attacks effectively, and it resulted, on July 25, 1944, in over 300 Canadian casualties, the greatest number in a single day since Dieppe. Among the tombs at Beny-sur-Mer, we find those of Major Johnson, Staff-Sergeant Eidt, Lance-Corporal Simpson, Craftsman Donnelly, Craftsman Graham, and Craftsman Humphries, all members of the newly formed RCEME corps, who perished at Verrières Ridge.

It were those heavy losses at Verrières Ridge that inspired RCEME innovation! The Canadian 2nd Corps Commander, Lieutenant-General Guy Simonds conceptualized a way for the dismounted infantry to advance under protection while keeping up with the tanks. Based on this design, the Light Aid Detachments (LADs) of the 2nd Canadian Corps used some of the hulls from the RCA Priest guns from the beaches to develop the “kangaroo” vehicle, which could carry ten soldiers in its armoured “pouch” onto the objective. RCEME soldiers at the LADs worked tirelessly through the days and nights of end-July 1944, in the rain and mud, removing the 105mm guns from the Priests and welding the front apertures of over 100 vehicles, using the steel from their landing crafts strewn on the Normandy beaches. But this new fleet of what would eventually be known as “armoured personnel carriers” would pay off immensely. By August 8, 1944, 2 Canadian Corps would



LCol Davidson, Maj Lavoie, LCol Corriveau, and LCol Matsalla at the Vimy's Memorial in France.

push ahead with Operation TOTALIZE to seize the remainder of Verrières Ridge and on towards Falaise to cut-off the German retreat. However, for the first time in history the infantry would be mechanised in their new kangaroo tanks, supported by tanks and self-propelled anti-tank guns. The operation was hugely successful, enabling the Canadians to punch significant holes in the German defences and push out far past the British forces to their flanks. RCEME ingenuity and perseverance had not only saved countless Canadian lives that would have been lost in the traditional dismounted attack, but had changed mechanised warfare forever.

The RCEME soldiers lying at the Bretteville-sur-Laize cemetery, just a few kilometers South of Verrières Ridge, are those that would have been involved in the mechanisation of 2 Canadian Corps. Sergeant Matson, Craftsman Audette, Craftsman Runnalls and Craftsman Dundon all perished during this decisive engagement on August 8, 1944. In the days ahead, they would soon be joined by six more of their RCEME

colleagues, who would perish during the closing of the Falaise gap and the defeat the remnants of the German Armies in Normandy. We must remember the strength and perseverance of these outstanding RCEME technicians. These young soldiers gave their blood and sweat so that their comrades could carry on to victory.

For the four EME officers of JCSP 38, this battlefield tour has allowed us to gain a renewed appreciation for the outstanding contribution of RCEME to the success of the Allies in WWII. More importantly, it gave us the opportunity to pay tribute to some of the 355 WWII RCEME graves that cover the countryside of France, Italy, Belgium, Holland, the UK and Germany. As the EME Branch comes upon its 75th Anniversary shortly, we should all find a way to revisit these memories of the past and remind ourselves of the stories of these amazing craftsmen, and of their sacrifice.



LCol Matsalla, LCol Davidson, and LCol Corriveau in front of Maj Johnson's grave, RCEME, in Bénysur-mer en France.

Major (ret'd) "Cam" Lane – 100 Years of Living History

Annie A.-Bélanger, EME Journal Editor

Maj (ret'd) Robert Campbell Lane served both in World War II and The Korean War. He has the distinction of being the oldest RCME soldier alive today and he celebrated his 100th birthday this past summer. For his service and contribution in The Korean War, and to celebrate this milestone birthday, he was presented with an official Korean Commemorative Postage stamps bearing his picture. This honour was given by the Korea's Deputy Minister of Patriots and Veterans Affairs, Yang Sung Jeong, who was representing Minister Park Sung Choon.



Maj (ret'd) Lane had a distinguished career which began in 1932 in the Sault Ste. Marie Regiment when he was commissioned by King George the Fifth. He served as a Captain in the Armoured Corps in World War II in Germany and France. As many other Canadians, he landed on the beach on D-Day in 1944. Maj Lane joked while reflecting on his experience to a team from the EME Journal: "My main job was not to get into trouble".



When he returned from World War II, he took officer training and joined the RCME on 10 June 1950. He left for Korea a year later, where he served as the Commanding Officer of 191 Cdn Inf Wksp from December 1951 to April 1952. As indicated in the Korean War Veteran Journal:

While deployed on one of his tasks, he set up three-man vehicle recovery teams located all along the 25th Cdn Inf Bde front to recover or repair disabled tanks and other vehicles. The front was still moving when they first deployed. One of their earliest tasks was recovery of a disabled Sherman tank of the Royal Canadian Lord Strathcona's Horse, under fire during the Battle of Chai-Li, fought by The Royal Canadian Regiment that May.¹

He retired on January 5, 1962 and became a science teacher. He worked in the school system for 15 years and also became the vice-principal of Hillcrest High School. He is now at the Perley and Rideau Veterans' Health Center in Ottawa.

¹ The Korean War Veteran, Internet Journal June 22, 2012

EME Branch at the Army Run 2012



23rd Sept 2012 marked the 5th edition of the Army Run in Ottawa. Again this year the EME Branch was very well represented as you can see in the picture taken after the races.

The Army Run is growing every year so is the EME Branch participation into this beautiful and extremely well organized race. For those thinking of doing it next year, well you have a little less than 12 months to start a program, so dig out those running shoes and have a great training!

Congratulations to all EME runners!

CDS Commendation

LCol B.J. MacGillivray

For exceptional performance and professionalism as Sr Log O and Cdn contingent Comd within the African Union/UN Hybrid Operation in Darfur, from March to October 2010.

ADM(Mat) Merit Award

LCol Martin Bédard

LCol Martin Bédard, Integrated Logistic Support (ILS) Manager in DGMPD(L&S), was awarded an ADM(Mat) Merit Award on January 26, 2012 in recognition of the outstanding leadership and passion he demonstrated in the development and implementation of the life-cycle support concept for the Tactical Armoured Patrol Vehicle (TAPV) project. Armed with impeccable analytical skills, a logical mind and a passion for the pursuit of excellence, he successfully influenced and led his team and numerous other stakeholders in the development of a new, complex, performance-based solution that will provide the Materiel Group and the Army with an effective and efficient support concept for the TAPV. The results of his efforts will undoubtedly prove to be the example to follow for other future Army weapon system projects.



2012 DND/CF Corporate Awards Recipients

Warrant Officer Kevin Mehrmann

For his work with Project Management Office MASIS, Warrant Officer Mehrmann has been awarded a Deputy Minister/Chief of the Defence Staff Innovation Award. It honours those who, like WO Mehrmann, have a clear vision and act as champions of change.



Commander's Commendation

Land Force Doctrine and Training System

Cpl Edhouse

Having been named Land Force Doctrine and Training System Soldier of the Year, Corporal Edhouse was awarded the Commander Land Force Doctrine and Training System Commendation. Corporal Edhouse continually projects the best possible image of a soldier and embodies the ideal qualities of a member of the Canadian Forces through his work performance and his community involvement. His loyalty to the Canadian Forces School of Electrical and Mechanical Engineering, The Combat Training Centre, and the Land Force Doctrine and Training System is undeniable.

Vierdaagse Cross

BGen (ret'd) Holt - EME Branch Col Cmdt

BGen (ret'd) Holt received the Vierdaagse Cross after completing his 20th Nijmegen march this summer. This decoration was established in 1909 at the time of the first march, to award successful military participants of the Vierdaagse. It is now awarded to all participants who successfully complete all four days of the march.



Cadet Award Winner - **Cadet CWO Troy Millsap**

1944 LEME Royal Canadian army cadet corps

Cadet Award Runner Up - **Cadet MWO Celeste Bowering**

2861 RCME Royal Canadian Army Cadet Corps in Windsor

National and Regional Awards 2012

For LFWA - **Sgt Lammiman**

The EME Branch Advisor Award for LFWA is presented to Sgt Lammiman of Maint Coy, 1 Svc Bn. Sgt Lammiman has a background rich in community involvement, secondary duties, and technical expertise that makes him an outstanding, well rounded soldier-technician and a positive role model. He has been essential to the maintenance of Branch morale by encouraging participation in the EME events, such as the LFWA EME Bonspiel and the Bn recovery competition. Sgt Lammiman exemplifies EME culture and pride by consistently upholding ARTE and MARTE. Sgt Lammiman's continuous efforts have made him deserving of this award.

For LFAA - **Maintenance Company, 3 ASG Tech Svcs**

Sgt Page, Ops Sgt, Maintenance Company, will receive the certificate on the Coy's behalf. Maintenance Company embodies the pride of the EME Branch and represents the skills and ingenuity of both military and civilian technicians and support staff. Through their unwavering work and dedication, Maintenance Company was able to lower the VOR to below the national average and continue to provide outstanding integral support to the Combat Training Centre.

For LFCA - **Mr. Willis Bowman**

Mr. Bowman has displayed outstanding performance as a Vehicle Mechanic of Maintenance Company. With his excellent teaching skills, his proactive and professional approach to his work, he has improved the quality of life in many areas of Maintenance Company. An ardent supporter of the EME Branch, he spends his personal time helping to organize EME events and instills EME pride in his co-workers and students. Mr. Willis Bowman is an outstanding contributor to Maintenance Company and the EME Branch, and he serves as a model to all EME technicians and his co-workers.

For LFQA - **Cpl Turcotte**

Cpl Turcotte is an active member within the Branch that has distinguished himself throughout the year by hard work and professionalism. Natural leader, his charisma and enthusiasm make him a person that people follow and respect for his values and actions in everyday life. He has a remarkable attitude; his good spirit and his exceptional sense of camaraderie make him a gatherer. He is the trigger of the excellent teamwork of 5 CMBG HQ & Sig Sqn Maintenance section. His attitude is always exemplary and he is, without a doubt, a proud representative of the EME Branch.

For Air and Maritime Commands - **Sgt Losier**

Sgt J.B. Losier is awarded the EME Branch Advisor RCAF/RCN Regional Award in recognition of his professionalism and untiring dedication. Displaying phenomenal Esprit de Corps he is always the first to volunteer to organize and conduct very successful local EME events. The manner in which he cares for the local EME historical items and maintains the list of all retired EME members in the area, keeps the community informed and active, ensuring maximum participation from the old guard at all EME festivities. Sgt Losier takes on all challenges with an unwavering professional attitude and a tireless desire to achieve optimum results.

For Training Systems and National Award Winner - **MWO Naulleau**

MWO Naulleau's dedication to the development of the EME Solider Technician is manifested through his development of the new EME NCM DP4 course, as well as his efforts in standardizing the recently developed EME NCM DP1, 2 and 3 courses. This is in addition to his commitment in honouring former serving members through his participation in ceremonies in period EME dress uniforms as well as his support to the former, current and future EME members through his tireless dedication to EME Heritage as the National Curator for six years, ensuring the preservation of the EME Branch's history.

For NCR, 202 Workshop Depot, LFNA and the Operational Commands - **MCpl Gasse**

His outstanding leadership and his sense of duty and achievement allowed him to rank as the first master corporal within the CFJSG formation for a second year. MCpl Gasse undoubtedly has great leadership skills and his exemplary behaviour honours the EME Branch and the CF.



EME Branch Advisor's Coin of Excellence

Coin #2, Murray Johnston

Coin 002 was reserved for a member of the EME community whose outstanding efforts and accomplishments are above and beyond that of even the most distinguished members of the Branch; someone who not only embraces the spirit of Arte et Marte, but someone who has helped define it. For his commitment to these values and the Electrical Mechanical Engineering Branch, Col (ret'd) Johnston is awarded EME Coin of Excellence #002.



Photo : Charles Frost

Coin #15, MCpl Hadley

MCpl Hadley is awarded the EME coin of excellence for his determination, hard work and leadership which was displayed while establishing the Roto 1 Maintenance Workshop at Camp Blackhorse, Kabul, Afghanistan. He worked with the US units, civilian contractors and local providers to source raw materials and equipment. He then worked with other CCTM-A Sections to create an outstanding austere maintenance facility. Despite its temporary nature, it would rival many workshops in Canada for organization and efficiency.



Coin #16, MWO Naulleau

MWO Didier Naulleau's dedication to the EME Branch and the Canadian Forces' ideals is manifested through his decision to use the better part of his retirement leave in order to walk the Bruce trail which runs along the Niagara escarpment from Queenston Heights to Tobermory and spans approximately 900km. This incredible journey was completed in the name of the Soldier On program in order to raise money and awareness for that worthy cause. MWO Naulleau's attitude in this respect is an absolute inspiration to all.



Last Call

Beadle, James L	July 29, 2011
Bowes, Clyde	Aug. 19, 2011
Coady, Charles A	Dec. 15, 2011
Daley, Robert J	Dec. 8, 2011
Dempster, Phelps W	Nov. 15, 2011
Fee, Arthur	Sept. 17, 2011
Gallant, Henry	Nov. 6, 2011
Hogg, Thomas D	Sept. 26, 2011
MacDonald, Perry H	July, 24, 2011
MacKenzie, R M Greg	Dec. 9, 2011
MacMillian, William	June 15, 2011
Mills, Allan	Oct. 30, 2011

Richard, D Des	Sept. 30, 2011
Ripley, James E	June 5, 2011
Scheerschmidt, Gordon	Aug. 11, 2011
Sellers, Thomas A	June 20, 2011
Shaw, Peter	Dec. 23, 2011
Snell, Ted	July 25, 2011
Spates, Vaughn E	Aug. 19, 2011
Stapley, Albert	Oct. 5, 2011
Therriault, Henry R	Aug. 19, 2011
Tuck, Paul	Sept. 11, 2011
Walker, Bert G	Aug. 12, 2011
Wood, Walter John	Sept. 2, 2011

Younie, Kenneth R	Oct. 9, 2011
Fletcher, Victor A	Feb. 12, 2012
Freeman, Douglas	May 10, 2012
Hughes, Keith A	Apr. 22, 2012
Laird, William Bill	Apr. 1, 2012
Lewis, Allen	Feb. 16, 2012
Patterson, Archie Pat	Mar. 4, 2012
Racicot, Claude G Guy	Jan. 16, 2012
Smith, Gordon	Jan. 20, 2012
Vass, John	Apr. 11, 2012
Lavoie, Mario	June 4, 2012
Irvine, John	Oct 3, 2012

EME Regiment Governance

EME Council



MGen I. Poulter



BGen A. Patch



BGen (ret'd) P.J. Holt
Colonel Commandant



Col N. Eldaoud
Branch Advisor
Conseiller de la Branche



CWO R. Gilbert
Branch RSM
Adjué de la Branche



Col R. Kelly



Col T. Endicott



Col S. Kennedy



Col S. Myers



Col J.F. Prévost
Heritage Committee
Comité héritage



Col R. Elvish



Col K. Hamilton



Col K. Moore



Col A. Benson



Col S. Bouchard



CWO A. Dalcourt



CWO S. Froment



CWO A. Bergeron



CWO P. Earles

