

**LBA: COL ANGELA
BANVILLE**

**BRANCH CWO:
CWO GERRY ROSS**

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If you have items of interest to the greater Logistics family, please submit a short, bilingual article (approx 300 words), including photos (action pics, people, etc) to the Logistics Branch Adjutant, Capt Pierre Beauchamp NLT 15 Feb 15. All articles shall be submitted in a bilingual format.

LOGISTICS BRANCH

NEWSLETTER

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Happy Holidays

LBA Christmas Message - 2014

It is that time of year again to reflect on our successes of the past year and thank those whose contribution made such a success possible. First and foremost I would like to thank all Logisticians across the CAF who, through your professionalism and can-do attitude, have been champions of the Branch and have personified our motto of Service Second to None. You are truly our greatest resource! LBI staff are also thankful for everyone who has worked alongside us and on our behalf, especially (but not exclusively) the Environmental and Occupation Co-Advisors; and staffs from CFLTC, CFSTG, CDA, CMP, ACMP, DGPR and D Mil C. Their support allows the LBI to oversee the health of the Logistics Branch's seven NCM Occupations and seven Logistics Officer's specialties. This multidisciplinary team also works closely to ensure that the training being delivered to you is relevant, timely and will prepare you to provide operationally focused professional support to the CAF mission at all locations, in all situations.



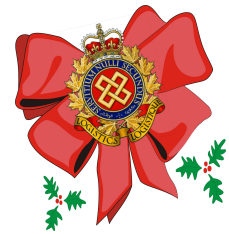
The Logistics Branch will embark on a mission in 2015 to revitalize the Branch by assessing where we have come from as a Branch and determining where we should be going to meet changing CAF logistics requirements while supporting our members. Working Groups have been formed to examine topics as diverse as Outcan position rationalization, Post-graduate designations, Branch governance, the Logistics museum, the CAF Logistics Association, history and heritage, Branch communications and Branch emblems. The results of these reviews will be forwarded to the Senior Council for decision in the spring. More information will be disseminated to the greater Logistics community as decisions are made.

With the Logistics Branch's 50th Anniversary coming up in 2018, this is the right time to reinvigorate and modernize the Branch. I invite all of you to be a part of it by sending your ideas and specific recommendations on how we can achieve this to the LBI Adjt Capt P.J. Beauchamp.

In the meantime, as you enter the Christmas and holiday season I urge you to take advantage of the opportunity to spend time with family and friends, whether it is at home, on the beach or the slopes! Take the time to recharge your batteries as the next year is shaping up to be as busy as the last. I would also ask that you join me in keeping our colleagues, who will be spending their Christmas away from home, in our thoughts and prayers as we look forward to their safe return in 2015. From my family to yours Merry Christmas / Joyeux Noël / Happy Holidays / Joyeuse Fêtes and wishing you a safe and healthy holiday season.

Naval Commander

recognized by Ghanaian Canadian community



Bravo Zulu to Commander Nord Mensah, Base Logistics Officer at CFB Esquimalt, who received a National Honour at the 14th annual Ghanaian-Canadian Achievement Awards in Toronto on November 30th, 2014.

The gala, dubbed “Tribute to our Achievers”, was launched by The Ghanaian News to recognize significant achievements by Ghanaian Canadians who have excelled in their fields of endeavour. Cdr Mensah was recognized for his leadership and advocacy in the Royal Canadian Navy as well as for being one of the RCN’s first black Commanding Officers.

Cdr Mensah and his family immigrated to Canada from Ghana in 1975. He joined the Navy as a Logistics Officer in 2000. A west coast sailor, he sailed in HMC Ships Ottawa and Vancouver as Assistant Logistics Officer and Logistics Officer respectively.

Cdr Mensah’s operational support experience is extensive and includes stints as the Fleet Logistics Operations Officer for Canadian Fleet Pacific, Senior Fleet Logistics Officer for Canadian Fleet Atlantic, Sea Training Logistics Officer in both the Pacific and Atlantic fleets, Canadian Special Operation Forces Command Logistics Operations Officer, and Special Operations Forward Logistics Officer with JTF-2. His most recent operational experience was as the Officer Commanding the Contract Management Cell in the Mission Closure Unit for Operation ATHENA, the Mission Transition Task Force in Afghanistan.

Movement Platoon — Ex MAPLE RESOLVE

Article by Lt Ian Stewart, 2 Svc Bn

EX MAPLE RESOLVE 14 was a Brigade level exercise for 2 CMBG in order to prepare for future deployments. The Brigade needed to be moved to CFB Wainwright, Alberta. To get all vehicles and equipment across Canada, this EX required the tireless efforts of the Traffic Technicians from Petawawa Movement Platoon's Central Materiel Traffic Terminal and Movement Control Centre (MCC).

Movement planning began in January; however, it was not until late March that Movement Platoon bolstered the catch team in Wainwright. The first vehicle loads departed 28 February 2014, and from then until 29 May, the Traffic Techs began a diligent work schedule, through all weekends and holidays, to ensure all Brigade vehicles made it in time for EX MAPLE RESOLVE.

Every day for those three months, CMTT and the MCC were organizing staging areas for all vehicles, as well as inspecting, loading, and shipping them by tractor trailer from Petawawa to Wainwright. Over 800 vehicles and roughly 100 sea containers were moved during this timeframe.

For the redeployment, an MCC of seven Traffic Techs were placed under G4 Tn purview. A catch team of five was sent back to Petawawa. With far less time to plan and prepare, they were given the goal of moving all vehicles and equipment back in a shorter time frame than when they deployed. The Traffic Techs showed tremendous work ethic by continuing to work long hours, seven days a week, while most other units were commencing their Post-Ex and summer leave.



2 x LAV III's being loaded on a specialized heavy lift trailer in preparation for deployment to

EX MAPLE RESOLVE 2014

The Team then ensured that all outgoing vehicles were properly washed, in accordance with the Wainwright environmental policy; locations were scouted to hold the vehicles on base before their shipping date; vehicles and sea containers were inspected and ensured Dangerous Goods were packed properly; loaded the vehicles on the trailers; and managed all the contracting paperwork and equipment tracking for the various loads. Due to their hard work, all vehicles and sea containers were returned to Garrison Petawawa meeting their deadline of 29 July 2014.



Observations on Canadian Logisticians



By Major Tony Johnson,
J4 Air/Surface Operations Exchange Officer,
United States Southern Command



Logistics is sometimes assumed as a 'given' or a prearranged known by those who rely upon sustainment for their activities and has been described by this observer as part science and part art but never glamorous. From the outside looking in, it always seems easy - Logisticians get their behind-the-scenes work done, and the mission ultimately gets accomplished. This result resonates through displays of Canadian military pride at all levels: fanfare, flybys and backslapping. Fighter jets, guns and marching troops. So let's face the facts - logistics doesn't make a very good Hollywood plot line.

However seemingly unspectacular logistics is, it is necessary. By explanation it encompasses the facets of science AND art. Science because there are certain learned procedures and art through relation of balancing multiple demands on short notice with finite resources. Nevertheless, considering the scope of demands and associated constraints typically tasked to those behind the curtain - the Loggies toiling away and making sure the bullets and beans make it downrange to the warriors at the end of line - a new descriptor needs to be considered. What is it?

You can grab a pen and paper and list many considerations, and it will be lengthy, but unfortunately never comprehensive. First, you can consider professionalism right at the top of that list. As professionals, Canadian military Logisticians are competent and have specific training in order to get seemingly amazing things done. A Supply Technician needs to know Dangerous Goods regulations inside and out to evaluate a multitude of factors when faced with a stack of UN numbers destined for the same aircraft that need to get "there" tomorrow, safely. Coincidentally, you can also add patience to this list, when sometimes those aforementioned UN numbers could have more often than not, ordered separately, without "impending doom" hurriedness had the requirement been considered by button pushers in advance. Ask a Supply Tech. As I said before, logistics is a 'given'. Any Logistician that has an immediate solution to every possible scenario should go ahead and write the all-encompassing book.

Another consideration is adaptability. The Cook is also an accountant, contracts specialist and labour negotiator. Earliest to rise in the morning, she needs to feed the troops (well) and ensure the next several meals are planned and prepped concurrent to getting a new compressor for the freezer that just broke, threatening to spoil the seafood that just came in for the Mess Dinner. Meanwhile half the uniformed staff is out working some exercise in Wainwright that the planners did not consider for Cook support until two weeks ago. And the band plays on. Logistics happens.

Humbleness and knowing when to hold 'em and when to fold 'em is another reflection. We do not always have the answer to the problem and should more often than not wisely keep our opinion to ourselves, contemplate the situation and only then divvy it out to our networks to help resolve the issue. This is a critical item on the list and perhaps one of the hardest lessons Officers need to learn - we do not have an answer to everything. That's ok too, because contrary to observations made by our Infanteer cousins, we have no issues digging, at least metaphorically speaking. Every good Loggie Officer will always seek advice from his leadership, peers and subordinates when faced with a new problem. This is because it has probably been faced by someone, somewhere - maybe even by a team member the next cubicle over, in the past.

Continued on page 4

Observations on Canadian Logisticians (Continued)

On the flip side of humbleness and closely related to professionalism, we have subject matter expertise (the esteemed SME). All too often I have heard: “We need a Traffic Tech to come load this plane!” Wait a minute. In Canada, we have different kinds of Traffic Techs, each with particular specializations that require years of refinement in order to become SMEs. Some can load planes and others can load trains, or work CMTT, or coordinate replenishment at sea, or make coffee, like Jay Perry. The list goes on. A Traffic Tech is a universal soldier who, like all Logisticians, serves multiple tours with multiple responsibilities, always learning throughout their career. This particular situation creates Subject Matter Experts over time.

Similarly, Logisticians are motivated to get the job done right. Professional, adaptable, humble, motivated Logisticians will be relentless in the pursuit of knowledge in attempting to solve a problem before it materializes- especially if the mission or worse, people’s lives are at stake. Truckers make contingency planning look particularly easy; they are experts at it. We must acknowledge the long hours they put in keeping that aerodrome free of snow and ice, and making sure the SAR (Search and Rescue) bird is fuelled up. An experienced MSE Op (Mobile Support Equipment Operator) Crew Chief is worth his weight in gold, especially when the weather forecast is particularly horrible. Humbleness and planning ensures that the mission will not fail on the account of a Logician.

Writing this opinion, I therefore submit a parameter that must be considered when describing all the previously mentioned benefits and skills of the plethora of successful military operations and exercises that have hinged upon the behind the activities of the Canadian Logisticians that contribute to these successes throughout peace and war, domestically and abroad. Besides science, including technology, calculation, communications and tasked suited equipment– besides art, in the form of coordination, communication, politics and persuasion–besides these two factors, we, the ones responsible for the ballet of interwoven activities that ultimately result in mission success have to consider this: magic. The magic associated with making things happen when they should, in a manner that makes it look easy to those outside the circle of trust.

Webster defines magic as the following:

magic

adjective

: having the power to make impossible things happen

: involving the skill of doing tricks that seem to be impossible

: capable of producing good results very easily

: definition, Webster Dictionary, 2014 ed.

Science fiction writer Arthur C. Clarke once wrote: “Anything sufficiently advanced is indistinguishable from magic...”, and believe me, the first time you see a ship replenished at sea, it will look sufficiently advanced.

So, in consideration of the above meanings, it needs to be indicated that the provision of expert logistics-related services entails having power associated with making impossible things happen, thus producing good results in a very seemingly easy way. Professionalism, adaptability, humbleness, expertise, and planning – it all comes together in a manner that can only be described as magic and for this I truly admire the members of our Logistics Branch.

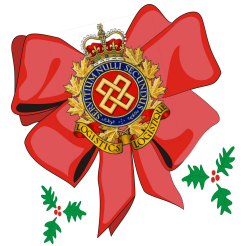


2nd Cnd Div & JTF (E) Commander Commendation

Sgt Nicolas Roy, Cook from the 35 SVC BN receives 2nd Cnd Div Commander Commendation. He distinguished during the "CRIÉE D'AUTOMNE 2013" through his leadership and exceptional skills. He has coached the talent of his team in the preparation and cooked dishes service has more than 700 guests. The quality of his work and expertise represent a model for cooks of the 2nd Division of Canada and the Joint Task Force (East).



BGen Lafaut, Sgt Roy & CWO Gravel



MWO Donnie Robert Retires After 43 Years



Source: ADM(Mat), DGAEPM, MatFlash, 28 October 2014

MWO Donnie Robert from Director Air Equipment Business Management retired from the CAF on 3 November 2014 after 43 years of dedicated and loyal service to the Logistics Branch, the Supply trade, and the CAF/RCAF.

MWO Robert started his career at the Naval Reserve unit in Kingston, HMCS Catarauqui, in 1971. The next year he took a direct transfer into the Regular Force. He attended basic training at CFRS Cornwallis, and his initial Supply training at CFSAL Borden. He was subsequently posted back to CFB Cornwallis to start his career in Supply. Here he played numerous military sports and was a star hockey player.



As a Private he had a UN tour overseas to Ismailia, Egypt. Then postings to CFS Yorkton and CFB Halifax as the planning supervisor for a new Fleet Maintenance Facility, as well as planning for the Naval and Tattoo anniversary. He was then posted to CFB Ottawa on the New Uniform project going from 1 to 3 element uniforms.

In 1991, MWO Robert was posted to NDHQ to start his career as an ADM(Mat) specialist in numerous roles dealing with Hercules, Labs, Buffalos, DASH 8s, Challengers, CF5s, CF101s, Tudor, T-Birds, and CF18s. Later became the Senior Supply Tech advisor in DGAEPM, until he volunteered for his current role with MAFT/A4 Sup Materiel Management DRMIS team for the last 4 years.

Canadian Armed Forces Parachute Riggers: Who We Are and What We Do

“I Will Be Sure Always”

by Pte A.L. Devlin, Parachute Packer, CAAWC



Pte Alison Devlin packing a CSAR-7(A) parachute system in support of Search and Rescue operations.

Canadian Armed Forces (CAF) Parachute Riggers are renowned worldwide for their work. It is a specialty that holds a lot of pride, dedication and a commitment to *Be Sure Always*.

Located at Canadian Force Base (CFB) Trenton at the Canadian Army Advanced Warfare Centre (CAAWC) the Support Company (Sp Coy) is where parachutes for the CAF are assembled, tested, packed, and maintained by highly trained Parachute Riggers. Parachute Riggers are the Subject Matter Experts on every parachute system used by the CAF with the exception of aircraft ejector seats. “Riggers” provide logistical support to the Advanced Warfare Center, as well as other units within the CAF by providing Round, Square, Reserve, Emergency and Extraction parachutes.

Rigger takes approximately 3 years and they also must maintain a high physical fitness standard. Initially, newly recruited candidates will be sent on their Basic Parachutist course which will test them physically and mentally while instilling the pride and confidence needed to be successful in each phase of training. Once the soldier is a qualified jumper within the CAF they will continue training becoming qualified to pack, maintain and test all parachute systems and equipment. The parachute packer will complete several OJE (On the Job Experience) periods applying their acquired knowledge to the workplace under strict supervision. The final phase of training qualifies the soldier as a Parachute Rigger able to supervise Packers and conduct safety checks on parachutes as well as donned personnel.

Once training is completed at Sp Coy, Riggers will be posted across the CAF. These can include positions within CAAWC, the Canadian Armed Forces Parachute Team (Skyhawks), Search and Rescue Squadrons, Light Infantry Battalions or Canadian Special Operations Forces units (CANSOF). Field Riggers are responsible for working closely with the unit’s chain of command on advising and maintaining parachute stores. Riggers will deploy with their unit both for training and operational purposes ensuring jumping conditions are as safe as possible and winds are within limitations.

Sp Coy is where about half of the Parachute Riggers across the CAF work. The Company is split up into: Airborne Trials and Evaluations Section (ATES), Maintenance Platoon, Production Platoon, the Parachute Depot and Quartermaster Platoon. All these sections have different roles in ensuring availability of the best possible parachuting systems for the CAF.



Cpl Éric David performing a pre-jump inspection on a basic parachutist candidate prior to a jump.

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(Continued) *“I Will Be Sure Always”*



CAAWC personnel exiting from a Hercules CC-130J
during continuation

ATES: Airborne Trials and Evaluations Section is responsible for researching, testing and evaluating new airdrop equipment for use by the CAF. This section collects information on user evaluations from how to wear and secure equipment to jumping and deploying parachute systems.

Maintenance Platoon: Assembly of new parachutes is a task primarily completed by Maintenance Platoon. Parachutes used by the CAF have a 12 – 24 year life cycle and as they time expire new systems are assembled at Sp Coy to maintain necessary stores levels. The main types of parachutes worked with are Cargo, Personnel Round and Personnel Square.

Production Platoon: Production provides support for all training and operations related to parachute systems across the CAF. The primary round parachute used by the CAF is the Canadian Troop 1 (CT-1) parachute, used for Basic Parachutist courses and Light Infantry Battalions for mass insertion of troops. The CSAR-7(A) Square canopy parachute's purpose is to succour ParaRescue by Search and Rescue Technicians and disaster response. The CT-6 square canopy is used extensively at infantry battalions and internally for CAAWC courses; its main function is for precision insertion of specialists. Approximately, 28,000 CT-1 equivalent parachutes are packed annually at Sp Coy.

Parachute Depot: While the Supply Depot does not employ any Parachute Riggers, it has a vital role in properly storing and shipping parachutes and related equipment. The Depot houses all item related to any air drop activity in the CAF.

Quartermaster Platoon: Provides 1st line support to CAAWC with a main effort in enabling the conduct of National Calendar Courses.

As a Parachute Rigger there are many opportunities annually for courses, tasks and travel out of country where skills can be improved and mastered. There are possibilities to travel, work and jump with military members from other countries as well as civilian specialists.

As experts in their vocation Canadian Armed Forces Riggers are proud and confident in their work. Duty, loyalty, integrity and courage are exemplified in the daily responsibilities of a Parachute Rigger. Their motto *“I Will Be Sure Always”* is instilled in every parachute packed, repair made or inspection completed.



Water jump being performed at CAAWC as part of IBTS training.

Driving excellence amongst the best



By CWO C Langelier & MWO K MacDonald

Just another Driver? I think not. Every year the Canadian Armed Forces (CAF) conducts local, regional and national level Safe Driving Championship. Similar competitions are held within the civilian workforce at the provincial and national levels. Due to budget restrictions affecting the Department of National Defence (DND) the 2014 Professional Driving Championship had to be cancelled. Hearing this sad news heightened the interest of some of our Operators to continue to compete. This year in Alberta, two Mobile Support Equipment Operators (MSE Ops), plus 2 Military Driver Operators (MDO) from 1 Service Battalion, Edmonton, entered a team into the Alberta Motor Transport Association (AMTA) Professional Driving Competition held on 21 June 2014 in Edmonton. Amongst this team was MWO Joseph McDonald who competed in the B Train event, MCpl Mathew MacDonald, Mr Keith Pierunek and Mr Michael Dijker who competed in the Tandem, Tandem.

The AMTA competition is conducted in a similar fashion as the CAF Safe Driving Championship with a written knowledge test, an inspection test and finally an obstacle course to test the operator's skills. As in any competition, there is an abundance of nervousness and pressure but you would not know it looking at MCpl Matthew MacDonald. With more than 26 drivers in his category, Matt was up against seasoned operators from several transportation companies throughout the province. Matt never wavered as he tackled each task with confidence. Upon completion of his obstacle run you could hear people and drivers in the stands expressing their belief they had just witnessed the winning run. No one would have projected this outcome.



Matt became the first member from DND to place first in Alberta for the Tandem Tandem Division.

That in itself was no small feat, understanding the knowledge and experience of his opposition. Along with the top three awards in each division the following honours were also awarded: The Rookie of the Year is for the first time competitor who earns the highest score in any event. Of 18 rookies, Matt was triumphant in claiming this title. There is also the Grand Champion award, this involves all the competitors averaging the scores and determining the greater difference from each event. It was no surprise that Matt was successful in capturing this honor as well. Accolades came from everyone but the substance of the remarks from the top operators in the business earned him the highest respect.

As MSE Ops in the Canadian Armed Forces, we are regarded as mysterious to the civilian truckers as they are unsure of what we do in our Occupation and why we are excluded in some trucking rules that the civilian companies must endure. Participating in this event has shed a light onto our similarity with the industry with regards to our skills, policies and procedures. Over the years we have proven that we have the capability of being on or above par with the civilian industry standards in the trucking world. The performance of MWO Joseph McDonald who placed 2nd in the B Train, MCpl Matthew MacDonald with his wins and the team as a whole who placed 2nd in the team category, has earned them the admiration from their peers and the bonds that are formed on the roads and at events like this one which are held annually across our country.

Matthew's performance gives him the opportunity to represent Alberta at the National Truck Driving Championships which was held on 6 Sept 14 in Montreal, Quebec. Although he didn't place at the Nationals, he is commended on his performance. Congratulations to all who participated.

CCA Coin presented to Col Y. Morin

On 2 Sep 14, the Canadian Army Commander, Lieutenant-General M. Hainse, presented Col Y. Morin the Commander of the Canadian Army Coin for his outstanding allegiance as an Army Officer but more importantly for his commitment to the Logistics Branch during his tenure as the Logistics Branch Advisor.



The citation read as follows: "...presented to Colonel Yvan Morin for his insightful leadership, selfless dedication and strong conviction toward the Logistics Branch. His efforts have definitely cultivated operationally focused professional Logisticians who competently achieved mission success. To a man who truly understands *Servitium Nulli Secundus*, and is proud to offer this service at every opportune moment."

On behalf of the Director of Canadian Army Logistics, Colonel B.D. Hervé, and all Army Logisticians: congratulations and best wishes for his future endeavors.

2014 Logistics Branch Bursary

Created as part of the Logistics Branch's 25th Anniversary celebrations, the Logistics Branch Bursary is open to children of serving Regular and Reserve Force members of the Logistics Branch to assist those who are, or will be attending an institute of higher learning.



On August 29, 2014, 19 Wing Comox's Administration Officer, LCol Watters, presented two students with scholarships from the Logistics Branch Bursary program. The scholarships were awarded to Jean-Christophe and Chloé (absent) Martineau, the son and daughter of 19 Wing Supply Technician Cpl Marcel Martineau (receiving the cheque on his daughters behalf). As two of only four recipients across the country, Jean-Christophe and Chloé were chosen based on essays they wrote describing their scholastic achievements, community service and future plans.

Jean-Christophe Martineau graduated high school in June 2014 and will be attending the University of Victoria to study Mechanical Engineering. A bilingual student, Jean-Christophe maintained a very high academic standard throughout high school and participated in many community activities and sports such as hockey where he plays goaltender.

Chloé Martineau is a third year Biology student at the University of Alberta where she attends classes on the French campus, Campus Saint-Jean, in Edmonton. Holding an impressive 3.7 GPA, Chloé hopes to continue her studies and pursue her dream of becoming a doctor. She has also been involved in numerous school and community activities such as La Francophonie Jeunesse Alberta.

Right is the presentation of Log Branch Bursary to Gemma Paquet, daughter of MCpl JJ Paquet, MSE Op 00171 posted to LSS CFB Kingston. The presentation was performed by Col Jensen, COS Sp, 1 Cdn Div HQ Kingston.



The National Movement Distribution System (NMDS)

By Mr. Pete Conlin, Director Transportation 3-3



Aircraft components, vehicle spare parts, medical supplies, communications equipment, building materials, uniforms, rations and ammunition. All these items and many more are shipped every day across Canada and around the world in support of Canadian Armed Forces (CAF) missions. None of these items could move off the warehouse floor without the required shipping documentation and a tracking system to support it.

The National Movement Distribution System (NMDS) is a software application that was created by DND for the Movement community's use in generating shipping documentation for materiel movements at home and abroad. The application provides a means of creating shipping documents that meet the legislative requirements for all shipments including dangerous goods and international consignments. The system was originally launched in 1995 and was subsequently updated with major revisions in 1999 and 2005. Over the years, versions of NMDS have interfaced with the Canadian Forces Supply System (CFSS), Defence Total Asset Visibility (DTAV), the Sea Container Management System (SCMS), and TIPS/SAVI client software along with third party inventory management software applications in support to the Canadian Forces Publications Depot (CFPD) and the Canadian Medical Equipment Depot (CMed). With the introduction of the Defence Resource Management Information System (DRMIS), NMDS version 3 (V3) was provided with a two-way interface facilitating the exchange of information between the two systems supporting our ultimate goal in achieving total asset visibility.

During most recent operations, the NMDS provided the necessary baseline support to meet materiel movement requirements from Canada into Theatre of Operations (TOO) and back, however failed to provide a means to manage the complexity of today's capabilities, realities and limitations. Challenged with the logistics of moving materiel half way around the world to and from a land-locked TOO, the combined use of various modes of transportation and ever changing priorities resulted in a requirement to consolidate and deconsolidate shipments more than ever before. Although NMDS V3 provided a capability to consolidate shipments destined to one location into a single Unit Load Device (ULD), it never did offer a means to manage multiple destinations or undo consolidation once the task was completed. As a result, where shipments transited transportation hubs, ULDs were broken down into their original consignments sometimes to be re-consolidated and forwarded on to destination using the most appropriate and readily available means of transportation. Regardless, once a consolidated shipment was broken down, the ensuing workload and lack of time to adequately address the changes to a particular consignment proved too much for the limited number of Movers in any given location. This process resulted in a backlog of electronic consignments at one location or another within NMDS where actual shipments proceeded on to destination without any form of in-transit visibility. Further compounding the problem, upon arrival at destination, shipments could no longer be accurately received in the NMDS therefore reliable information was never making its way back to the native applications through the relevant interfaces. The ability to readily locate materiel along a particular route became ever increasingly difficult and quite often unreliable. It quickly became obvious that the system required a couple of significant enhancements to meet the growing need for flexibility in the dynamic and costly world of transportation.

In April 2012, Director Transportation/D Tn 3, put forth a requirement to address these critical requirements and by December 2012 the Director Materiel Systems, Plans & Requirements' (DMSPR) Materiel Acquisition and Support (MA&S) sub-committee approved the requirement and it was pushed over to Director Application Development and Support (DADS) for creation/implementation. Although plagued with organizational restructuring on at least two occasions, the DADS team worked relentlessly for over a year to create a solution that would produce the required functionality. In mid-April 2014, NMDS Support Centre personnel began User Acceptance Testing (UAT) of the software. Upon successful completion of the UAT at the end of September 2014, a request for change (RFC) was raised to have a NMDS V4 training database setup within DWAN to provide NMDS users around the world access to the new software. For the month of October 2014, users trained and attempted to locate any last anomalies hidden within the application; NMDS V4 moved to production in mid-November 2014 and was successfully released 29 November 2014.

With the introduction of these latest functionalities, multiple destination consolidation along with a shipment deconsolidation, we can expect the NMDS to once again provide reliable in-transit visibility, enhanced data integrity, and be predisposed to deliver more effective data maintenance.

Adieu, Farewell & Au Revoir to the RG-31

By Lt(N) Dave Hiscock, MDT Bagram Liaison Officer, and MWO Gerald Turmel, MDT Disposal Officer



The maintenance production line removed the Remote Weapons System, purged all fluids and inspected to ensure that all ammunition, potential radiation sources, and any biological material had been removed.

The task of developing and executing a logistics process that would meet the requirements for disposing of the RG-31s and spares fell to the Materiel Disposal Team (MDT), a very specialized logistics team that deployed as part of the OP ATTENTION Mission Closure Team (MCT). It was quickly realized that the disposal of the entire fleet of RG-31s and spares in a theatre of operation while those pieces of equipment were still conducting operations would be a challenging task. The initial disposal concept was to simply transport the RG-31s to Bagram Airfield (BAF), where the US Defense Logistics Agency (DLA) would demilitarize and destroy them. However, it quickly became apparent that the idiom “the devil is in the details” would prove appropriate. The complexities encountered to successfully execute the disposal concept would test the creativity and ingenuity of the MDT.

The conflict in Afghanistan cemented the resolve and reputation of the Canadian Armed Forces (CAF) as amongst the finest in the world. From a logistics perspective, the operations in Afghanistan saw the rapid procurement and deployment of a vast arsenal of equipment in order to protect and enable the CAF throughout those operations. One of those pieces of equipment procured specifically for the war in Afghanistan was the RG-31 Armored Patrol Vehicle.

With the end of the Afghanistan mission in March 2014, the RG-31 was designated for divestment. What is particularly interesting about the divestment of the RG-31 is how it was conducted. After a thorough analysis conducted jointly by ADM (Mat) staff and the Canadian Joint Operations Command (CJOC), it was determined that the most economical way to dispose of the RG-31 and spares was to demilitarize and destroy them in the Afghan theatre of operations.



Contracted transportation was a large component of the disposal process. The CMTT section was intimately involved in the process.



(Continued) Adieu, Farewell & Au Revoir to the RG-31



It began with coordinating the draw down of RG-31s from conducting operations, and having them delivered to the MCT Vehicle Production Line to start the destruction process. The first task was the removal the Remote Weapons System. Second, the vehicles were purged of all fluids, inspected to ensure that all ammunition was removed, and a Radiation Officer confirmed that it was free of radiation. Finally, a PMed Tech certified that the vehicle was free of human remains and waste.

As the first RG-31 was being loaded for delivery to BAF, DLA advised that the spall liner must be removed prior to delivery. The spall liner is a Kevlar® fiber panel mounted on the inside of the RG-31 hull that further enhanced the vehicles armoured safety. Removal of the spall liner was critical in that it is highly flammable when exposed to the intense heat of DLA's plasma blow torches used to cut up the hull. Turning once again to our NATO ISAF allies in theatre, the MDT sought the assistance of the US military's Parts Control Point (PCP) located on BAF. The MDT successfully negotiated and contracted with PCP to remove the spall liner from all 45 of the RG-31s slated for disposal.



The demilitarization process required that all major components be rendered completely inoperable.

Once the RG-31s left the Canadian MCT camp located in Kabul (Camp Souter), they were delivered to PCP at BAF. The removal of the spall liner took 6-8 hours per RG-31. Once processed, the RG-31s were delivered to DLA for demilitarization. The demilitarization process required that all major components be rendered completely inoperable, specific parts to be mutilated, and the armored body to be cut up into pieces not exceeding 60 cm x 60 cm. The demilitarization specifications and process was a very labour intensive task, which required 10-12 hours per RG-31 to complete.



The final stage of demilitarization specified that the armoured hull and chassis be cut up into pieces not to exceed 60cm x 60cm.

QETE holds successful AFSO Workshop



Source ADM(Mat), MatFlash, 16 October 2014

GATINEAU, QC - The Quality Engineering Test Establishment (QETE) held the annual Aircraft Fluids Services Officer (AFSO) Workshop on October 8th and 9th, 2014.

QETE'S AFSO host, Pierre Poitras, with the assistance of the QETE 3-3 Applied Science Team, conducted the workshop, consisting of several informative talks on aviation turbine fuel, complemented with practical demonstrations on fuel testing at QETE'S Petroleum Product Testing Laboratory. The workshop was open to and was attended by the AFSO and the Deputy AFSO, ships' aircraft fuel handling supervisors, Base Petroleum Oil and Lubricant (POL) Compound and Refueling Section personnel, and others involved in POL handling, including guest speakers.

Although AFSO workshops were held at various locations across Canada in the past, this AFSO workshop was hosted at QETE for the first time in 27 years, providing QETE staff the opportunity to convey the proper perspective on aviation fuel sampling, handling and testing.



Strategic Realignment: Stands Up New Mat J4 Directorate For Logistics Functions

By Capt Trent Krajaefski, Mat J4 Ammo



LCol Brock Bangsboll, D Tn, LCol Darrel Zientek, J4 Supply, Col Daniel Riviere, Mat J4, LCol David Anderson, Mat J4 Ammo, LCol Julie Johnson, D Food Svc

The strategic oversight of four key logistics functions for DND has been transferred from the Logistics Branch Integrator (LBI) to a new directorate in DCOS(Mat) as part of a strategic realignment initiative. Oversight for policy, compliance and systems of transportation, food services, supply, and ammunition now reside within the new Materiel Group J4 (Mat J4).

According to Col Dan Rivière, the new Mat J4, “This shift in strategic responsibilities for logistics governance will allow the LBI to focus their efforts on Branch and Logistics occupational affairs, while allowing Mat J4 to oversee and manage the strategic transportation, supply, food service and ammunition functions. Col Rivière went on to state that: “This organizational realignment streamlines the management of these logistic functions which will improve support to DND and CAF missions and improve the governance of the Logistics Trades.”

Mat J4’s key responsibilities include policy, technical guidance, regulatory compliance and strategic program oversight for transportation, food services, supply and ammunition functions which are carried out throughout the DND/CAF in domestic and deployed operations.

As well, the new Mat J4 directorate will review the ways in which these four critical logistics functions are being delivered across the CAF with an eye to identifying best practices that could improve and streamline processes across the organization and throughout the Department.

Secondary responsibilities for Mat J4 and the sub-directorates include supporting the LBI’s Occupational and Trade advisory duties as Trade Co-Advisors and as Trade representatives on the Logistics Branch Advisory Committee.

This organizational realignment took effect on 23 April 2014. The Mat J4 organization is located at the Mat Campus of the Louis St-Laurent building in Gatineau.



Log Br Coin Presentation

@ CFLTC

The Logistics Branch Advisor, Col A. Banville and Logistics Branch CWO, CWO G. Ross visited the CF Logistics Training Centre (CFLTC) in Borden, ON on 9 Oct 14 and took the opportunity to visit the TC training cadres. It became obvious that LCol K. Gash (Cmdt CFLTC) and CWO M. Charette (TC CWO) are leading an enthusiastic, motivated and professional team of Logisticians dedicated to delivering the highest quality of Logistics training to members of the Branch. Logistics Branch coins were presented to a number of deserving individuals.



Photo by Sgt M Leclerc, CFLTC/CILFC

1. MCpl Vickery is presented the LBI coin for her overall dedication and willingness to accept and succeed admirably to the challenges presented to her. Some of her successes include:

- a. Taking on the responsibilities as Course Director for a QL3 course, a position normally filled by a Sgt while still performing as an Instructor for a QL5 course; and
- b. volunteering and successfully instructing a QL3 course in her second language.

2. WO Sheppard is presented the LBI coin for his dedication to the CF, his trade and specifically his work and efforts managing the Pat PI. WO Sheppard arrived fully equipped and quickly took over the duties shaping the PAT PI into a positive learning environment. His sincere concern for these individuals who were awaiting training was demonstrated in his efforts to see each one gainfully employed in an environment suited to their chosen trade. WO Sheppard has dedicated numerous hours ensuring that each and every soldier arriving at CFLTC was taken care of and that any administration was dealt with quickly, professionally and in the best interest of each individual soldier. As a result of these efforts, today there are no PAT PI personnel on ground as they are all gainfully trade employed throughout the CF, or have been loaded onto their awaited course.



Photo by Sgt M Leclerc, CFLTC/CILFC



(Continued) Log Br Coin Presentation

3. MWO Fulljames is presented the LBI coin for his tireless work in advancing the CFLTC mission to deliver high quality training to produce well disciplined, technically sound and operationally focused Logisticians. Some of his efforts include:

- a. His leadership to provide the Close Protection Candidates with the evasive driving skills necessary to enable their success;
- b. Providing his technical knowledge and determined efforts to advance and keep the Driver Simulation project alive; and
- c. Providing guidance and solutions to help clear a huge backlog of students awaiting QL3 training that has directly contributed to the effectiveness of units receiving trained soldiers sooner than expected.



4. 2Lt Stewart is presented the LBI coin from Col Banville, the LBI. 2Lt Stewart arrived from CFB Petawawa new to the LOG Occupation. While awaiting training, he was employed by CFLTC in the Ops Cell, the nerve center of CFLTC. 2Lt Stewart quickly proved himself a valuable asset to the Training Establishment. He took on the challenge and was instrumental, working above and beyond to ensure the Training Establishment was in line with SharePoint and Monitor Mass. 2Lt Stewart also assisted the CFLTC Ops O in pushing through burdensome administrative issues and participated in Pat PI team building activities which in turn helped build the morale and welfare of the section. His performance and dedication to the tasks assigned would lead one to believe he was already a quali-

fied Log O with a few years' experience already under his belt. It is these attributes and performance that 2Lt Stewart demonstrated that is being recognized.

Annual NCR Logistics Branch 'Meet and Greet'



Ceremonial Cutting the Cake

L-R: CWO L.H. Willett, CWO G. Ross (LBA CWO), Col B.D. Herve (Dir Land Log), Col A.M. Banville (LBA), PO2 Penney, LGen (ret'd) W.C. Leach (Branch Honorary Colonel).

By Maj J.J. (Jennifer) Parker, C Army G4 Ops 2

The 5th annual Logistics Branch 'Meet and Greet' was held on 26 September 2014 at Cartier Square Drill Hall in Ottawa. This ever growing event provided an opportunity for all Logisticians to come together and welcome Logisticians to the NCR. This year's event was hosted by the Army Logisticians on behalf of the Logistics Branch. The committee expended tremendous effort with record ticket sales of 368 Logisticians in attendance.

The décor of the event definitely had an Army atmosphere with specific note to the catering staff and Cooks who prepared a hearty meal in true Army style using a kitchen trailer. Special mention goes to PO2 Penney from 33 Svc Bn who provided the ceremonial cake.

Key note speakers included Dir Land Log, Col Hervé, and the recently appointed Logistics Branch Advisor, Col Banville who addressed the audience. Additionally, the Log Branch Col Comdt, LGen (ret'd) Leach was insightful in making mention that the Branch has a strong history and stressed the importance of that history to the Logisticians of the future. The torch has been passed to the RCAF who will be next year's host.

A word from the editor!



Greetings fellow Logisticians

Guess my predecessor, Maj Julie Belisle was right when she mentioned how pleasant it is to conceive, design and build our Newsletter. I had also set objectives upon arrival and quickly realized that I would fall short of meeting them.

As you are aware, significant efforts are required to put together a Newsletter like ours. I would like to thank all contributors for sending in articles from all around the world.

I solicit your continued support by submitting articles for the next issue. The deadline for submissions is 15 February 2015.

I'm interested in your comments on how to improve the Newsletter. Do not hesitate to contact me by e-mail (Pierre.Beauchamp3@forces.gc.ca) or by phone at (613)996-4739.