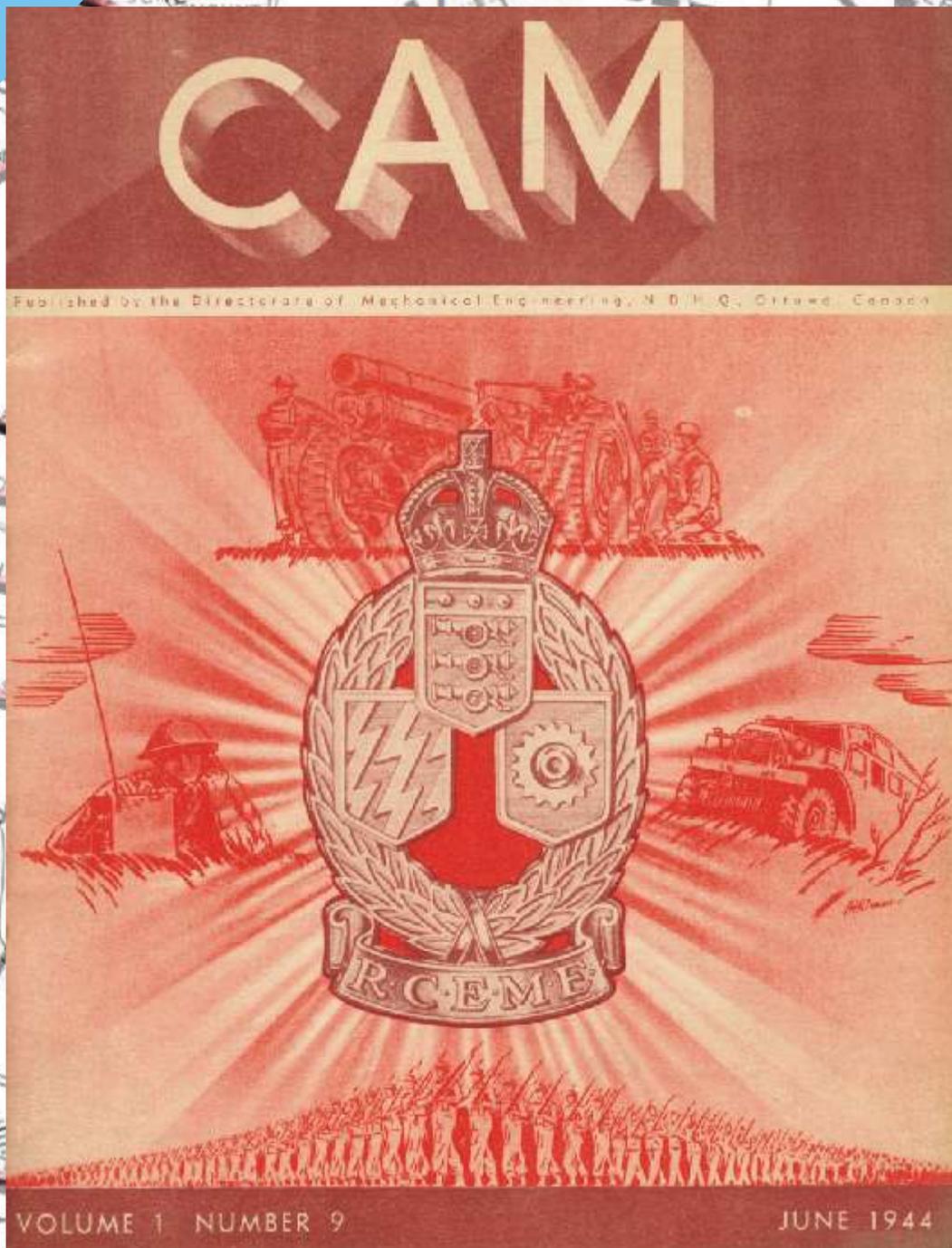


# EME Journal

Canada 



*60 Years of Electrical and Mechanical Engineering*



VOLUME 1 NUMBER 9

JUNE 1944



Government  
of Canada

Gouvernement  
du Canada

Issue #1 2004

# Introduction



Hello, my name is Captain (Retired) Richard Ratensperger and I am currently the EME Branch Adjutant and have been since October 2003. My military background includes several years as an NCM Vehicle Technician and a few years as an officer. After more than a quarter century in the Canadian Forces, I retired in 1995 and now reside in Wasaga Beach, Ontario.

The EME Branch Adjutant's office performs many duties and functions throughout the year the most visible being the EME Journal. The Journals for the year 2004 will highlight the EME Branch's 60th Anniversary. The cover for this issue is a composition of the cover of the Canadian Army Magazine (CAM) that was published the month after the RCEME Corp's inception and a map of the action plan for the dates 11 May - 4 June 1944, which depicts the lines of advance of Allied Forces (US, French and

Canadian) in the Battle for Rome. Also included on this page, is the inside cover of that CAM magazine including a letter to the NCOs and Men of RCEME. If you would like more information, please contact us at: [Branch@forces.gc.ca](mailto:Branch@forces.gc.ca).

We depend on you, the reader, for the content of the Journal, and so I encourage you to submit your articles at any time. Please submit your articles for the next issue of the Journal by 6 August 2004. Happy reading.

R.V. Ratensperger

EME Branch Adjutant



**Exhaust**

TO THE NCOs AND MEN OF R.C.E.M.E.

**M**EN of R.C.E.M.E. are soldiers—they have been trained in basic and advanced infantry warfare, they have been taught how to use their weapons effectively and how to protect themselves—but that is not all. Every craftsman in this corps must be more than a fighter; he must be a qualified technician before he is ready for field service.

Through the scarcity of skilled tradesmen it has been necessary to train large numbers of personnel in the various trades, in order that the electrical and mechanical equipment used in our modern army could be maintained in good operating condition.

This has been a tremendous undertaking but after nearly five years the results are astounding. Among those who have been trained in these electrical and mechanical trades were many who found the work completely new to them. However these men were picked to follow a certain trade not because of previous knowledge of the subject but because it was thought they could readily adapt themselves. This contention has been fully justified by results. These men, no matter how arduous their training, considered it their job and rightly so for without them the army could not move.

Our Army has been supplied with the best of tools and equipment, but from the first, leaders realized that no tool or piece of equipment is any better than the man who uses it. This is true regardless of what skill you have been called upon to acquire, or what type of tools or equipment it is necessary for you to use. Your part in this war then is to develop an expertness in the use of tools and equipment that cannot be matched by the enemy. This can only be attained by conscientious study and diligent application of the instructions given to you.

Remember, you are a member of the Royal Canadian Electrical and Mechanical Engineers and as such, are expected to maintain the high standard of efficiency necessary to victory.

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CAM is published monthly in the interests of Mechanical Maintenance, and directed to the non-commissioned officers and men of the Canadian Army.

Your contributions of articles and ideas are welcome. Address all correspondence to the Editor, EME, Directorate of Mechanical Engineering, Department of National Defence, Ottawa.

MEMBER OF THE CANADIAN FORCES

# EME JOURNAL

The Magazine of the Electrical and Mechanical Engineering Branch

**Branch Formation:** 15 May 1944  
**Branch Motto:** Arte et Marte  
**Branch Patron Saint:** Saint Jean de Brébeuf  
**Branch Colonel Commandant:** Colonel (Retired) M.C. Johnston  
**Branch Advisor:** Colonel J.C.M. Giguère  
**Branch Chief Warrant Officer:** Chief Warrant Officer J.D.A. Vass

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## THE EME BRANCH ADVISOR'S MESSAGE

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



It is with great pleasure that I launch this 60<sup>th</sup> Anniversary issue of the EME Journal. It seems like yesterday that we were celebrating the 50<sup>th</sup> Anniversary of the Branch. Although this is a National celebration for our Branch, planned activities will be on a smaller scale than the 50<sup>th</sup> as we are planning the next significant celebration for the 75<sup>th</sup> Anniversary. Having said that, it presents an excellent opportunity for Branch members, serving and retired, to celebrate with their families and friends, 60 years of

outstanding service in support of the Canadian Forces.

CFSEME has done an excellent job in presenting a full program of exciting events for the 60<sup>th</sup> Anniversary celebrations to be held over the period 12 - 15 May 2004 in Borden. Some highlights include the opening of the Heritage Room, two mess dinners, a sports day, an All Ranks Dinner and Dance, and let us not forget the Change of Colonel Commandant and Branch Chief Warrant Officer parade.

On that note, I would like to take this opportunity to formally thank Colonel (Retired) Murray Johnston, our Colonel Commandant who has served this Branch for not one three year

appointed tour but for four consecutive three year tours. You have been an inspiration to all members of our Branch at home and especially abroad. The Branch is forever grateful for your service above and beyond the call of duty. Esprit de corps within the Branch remains at its highest level thanks to your commitment to share regimental stories with all Branch members no matter where they are serving. We truly are a regiment of very many, very small units everywhere. A regiment must have a history and a heritage to be proud of for that we also thank you.

Our new Colonel Commandant, Colonel (Retired) Gilles Nappert, is also well known to this Branch, and I am confident that he will serve the Branch to his best ability, as he did as a serving member and has done over the past years as an active member of the EME Association.

I would also like to take this opportunity to formally thank Chief Warrant Officer John Vass, our Branch Chief Warrant Officer, for his outstanding support to the Branch. The professionalism and credibility that he brought to the position with his strong career profile and extensive field experience has greatly assisted me as Branch Advisor. He truly had his finger on the "pulse" of the members of the Branch.

Our new Branch Chief Warrant Officer, Chief Warrant Officer Andy Dalcourt, is coming to us from CFSEME. Chief Warrant Officer Dalcourt has a wealth of experience, which I am sure he will use effectively to serve the Branch.

(Continued on page 26)

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## FAREWELL FROM THE EME BRANCH CWO

By: CWO J.D.A. Vass, EME Br CWO



There is a saying that all good things must come to an end. That time for me as a soldier in the EME Branch came faster than I realized. As I think about my pending retirement, I have mixed emotions, as do all soldiers at this time in their career. Thinking about my career, I relived many events that I was a part of over the past 37 years. I know that there were bad times as a soldier but it seems like all I thought of and remembered were the good times. I can honestly tell you that my service has been the greatest of times for me. I cherish the memories of serving in the RCEME/LORE/EME Branch.

I attribute my success and happiness in the Army to my loving family and to the many great young soldiers and outstanding leaders with whom I have had the privilege to work. I only wish that I could personally thank each of you. I extend my

thanks, respect and admiration to all of you who served or are now serving in the Branch. The great reputation enjoyed by the EME Branch is because of you giving your all to get the job done. It feels great to know that will never change.

I wish you much success in your future postings and operational tours. Have a safe and healthy life and remember to put aside time for fun and enjoyment. I hope that all of you will have commanders and leaders who strive for excellence and demand the same of their seniors and subordinates. We hope that we never have to live in an error free environment because we all learn from mistakes. For those of you who are serving in the Branch, I hope that opportunities will always be available for you to excel to the highest level of your aspirations. For the young soldiers in the Branch, I wish I was in your place now. With the changes in the Army, and the new equipment that that is coming on line, you will be in for a great and challenging future.

Finally, I would like to thank the leadership within the Branch for giving me the opportunity to be your Branch CWO. To my wife Joanne, thank you for all the support and encouragement that you have given me over the years.

Arte et Marte

## MESSAGE TO THE MEMBERS OF THE EME BRANCH

By: Col (Ret'd) J.G.G Nappert, Col Cmdt Designate



It is an honour and a privilege to have been selected to be the Colonel Commandant of the EME Branch. I intend to answer this call with the same enthusiasm as my predecessor, Colonel (Ret'd) Johnston. He has certainly set a high standard for others to follow.

When I retired in 1994, Colonel (Ret'd) Johnston was Colonel Commandant. I witnessed first hand his early efforts to transform the EME Branch into a "Regiment". He recorded the history of our Branch, publicized Branch traditions and symbols and rallied

everyone with quotes such as **"EME is where the action is"**. It made everyone proud of being EME and instilled a sense of belonging to a "Regiment" in every way but in name.

As I begin my journey as your Colonel Commandant, I am inspired by the example of Colonel (Ret'd) Johnston and intend to follow in his footsteps. I look forward to meeting serving members in the workplace - where the action is and spreading the word about the good work you are doing. Retired members of the large RCEME/LORE/EME family are interested in hearing about your accomplishments. I also know that many of them are very interested to hear of ways they can help those who are now carrying the torch. As demonstrated in the past, together we can accomplish great things - the 50<sup>th</sup> celebrations being a fine example.

My pledge to you is to work with everyone for the betterment of the Branch.

Arte et Marte

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## BRANCH CWO DESIGNATE ADDRESS

By: CWO A.C. Dalcourt, EME Br CWO Designate



My last three years as RSM CFSEME have been both extremely busy and rewarding. The opening of the recruiting floodgates certainly has been a source of many new challenges. The professionalism and drive of all ranks at the school never ceased to amaze me, whether regular or incremental staff, as they forged ahead and got the job done. I salute you for your dedication and outstanding work. You should be proud of your accomplishments, both as individuals and as part of a solid team.

Huge changes are being implemented at the school in the way we train our soldiers as technicians. Cuts in funding, the requirement to shorten all courses to reduce time away from home bases, and new equipment and technologies are the main reasons behind these changes. Although CFSEME personnel are

charged with the implementation phase, ideas and input from Branch members from across the CF played a key role in the decision process and in mapping the way ahead. Direct communication between the school and Branch personnel in the field was critical in ensuring that we as a Branch would be headed on the right path during the developing phase. The school is confident that these changes will result in better trained Craftsmen.

It will be an honour to take over the appointment of EME Branch CWO and I hope to have the privilege of visiting and talking to many of you. I plan to take my role very seriously as the link between EME NCMs and the Branch Advisor, that of communicating Branch policies directly to the soldiers and representing their views back to the Branch Advisor. I have huge shoes to fill but I look forward to the challenges ahead.

CWO John Vass, on behalf of all Branch NCMs, thank you for your many years dedicated to the CF and to the EME Branch. May you be successful in all your endeavors and may you and Joanne have a prosperous, happy and healthy retirement.

Arte et Marte

# WE'RE 60 - PROUD OF OUR PAST AND LOOKING FORWARD TO THE FUTURE

By: Col (Ret'd) M.C. Johnston, Col Cmdt

This morning (March 1st) as I finished penning a letter nominating Craftsman (Retired) Cliff Brown, a RCEME D-Day veteran, for the French Legion of Honour, I glanced up at the photo that Corporal Mike Gravline took a week ago in Edmonton at the north gate of Base Edmonton. It shows two old, about-to-be-retired, RCEME Centurions, CWO John Vass and me, standing beside an already retired RCEME Centurion ARV beside the north gate sign. "Yes", I said as I signed the letter, "the letter and photo show that we certainly are proud of our past and looking forward to the future." It is a point that is continually made to me by new Lieutenants and QL4 Craftsmen from bases all across Canada. They want to get on a deployment - get on with being one of Canada's Craftsmen helping to keep equipment operationally fit, regardless of the dirty, difficult or dangerous conditions. They represent the very fundamental basis of our Branch and why we have always been so highly valued on the battlefields of yesterday and the peacekeeping deployments of today. More importantly, it is a 60 year old record that we can all share in and be proud of today.

Cliff Brown was a founding member of the Corps of Royal Canadian Electrical and Mechanical Engineers. During the D-Day landings and Normandy Campaign, he was attached as an armourer to the North Nova Scotia Highlanders, his hometown regiment. In that capacity, he landed in Normandy on the morning of D-Day with his regiment and fought with it as a front line soldier throughout the entire Normandy Campaign.

During World War II, the Canadian Army's increasing dependence on highly technical and powerful equipment had required the formation of RCEME shortly before D-Day. Most soldiers who maintained Army equipment were assigned to this new corps of craftsmen. Many of them worked behind the lines repairing trucks, guns, radios, etc. A few were attached directly to front line combat units where they maintained equipment in use in the front lines, often under fire. They were soldier-technicians who endured battle and suffered the consequences, as did other front line combat soldiers.

Their work was vital to the success of battle and Cliff Brown was part of that success. He kept his unit's weapons, including 6-pounder anti-tank guns, operational under fire no matter how dirty, dangerous or difficult the job was. He did it with pluck, innovation and determination and when called upon he used that equipment himself with deadly accuracy to bring the battle to the enemy.

What is important about this is that it is a record that is much admired by our soldier-technicians today. It is a record which they themselves are emulating in such far off places as Kabul in Afghanistan and Zgon in Bosnia. In all of these places and others, many of which I have personally visited, young soldier-technicians have distinguished themselves as superior technicians and as fighting soldiers - just as Cliff Brown did in that far-off summer of 1944 in Normandy.

Because of his work and that of his peers and his successors, the Canadian Army has today developed an almost unique system of keeping front line fighting equipment operational. Its system of "repair always in the line - replace never" requires EME soldiers to be combat soldiers as well as technical repair specialists. As a result, equipment availability is optimized and the need of long equipment backloading lines and rear area workshops is reduced or obviated.

To illustrate what I mean, here are a few examples of Cliff Brown's personal experiences during June 1944 in Normandy. As an armourer, his duties were to adjust, check, and repair the rifles, mortars, anti-tank guns and other personal weapons of his unit before battle, be ready to do the same in battle and, when called upon, fight as a combat soldier. His unit, the North Nova Scotia Highlanders, landed on the morning of D-Day as a Reserve Battalion and in the evening, they marched off the beach to battle.



Cliff and a few others remained behind to load ammunition - and to stand guard. While on guard D-Day evening, he was sent to help capture some German soldiers who had been spotted in a church. Arriving first by crawling down a hedgerow, he rose up a bit on his elbows to try to spot the enemy. A burst of small arms fire shattered the hedge above him. A soldier following him passed forward a Bren gun and Craftsman Brown "sprayed the bushes" with it. Hollering for the Germans to surrender resulted in a white flag and three prisoners. Calling for a stretcher for the wounded prisoner and arranging for the other two to carry their wounded comrade, he had them sent to Brigade headquarters.

That night, the battalion was repulsed in its attack and suffered severe casualties. Cliff and the others were called forward on the morning of the 8th. The vehicle bringing them forward was stopped by a burst of artillery shells and a piece of shrapnel went through his backpack. At the front, they took up positions in the trenches. Shortly after noon, a German Messerschmitt 109 screamed over. A burst of bullets from it scorched the sides of his slit trench and killed the soldier 30 yards away, with whom he had just been talking.

That evening, he was called to an anti-tank gun position on the right of the unit, which had been damaged and the gun crew killed. He assessed the damage: a holed, slightly cracked, but fireable recuperator. He stayed with the gun, acting as the gunner. Later, firing another gun, he scored two hits on a German tank at 900 yards. His platoon commander commented, "You sure set the sights right!" A few days later, a new platoon was organized and Craftsman Brown, promoted to Lance Corporal, was put in charge of the platoon's headquarters group.

Shift focus and time, leap nearly 60 years forward when Corporal Mike Gravline was a member of the Maintenance Platoon of the 3 PPCLI Battle Group, the Rakasans, in Kandahar, Afghanistan in 2002. When the Battle Group sent a long range patrol north to hunt for El Queada guerrillas in the mountains, OPERATION HARPOON, a patrol base was set up near the helicopter-landing zone. An Advance Workshop Detachment was also set up to maintain the patrol's equipment. He volunteered to work in it.

So there you are. Cliff Brown and Mike Gravline represent a long continuum of Canada's Craftsmen who started and are maintaining the Branch's image as the Mobile Repair Team out in the forward areas doing a difficult job under dirty and dangerous conditions and doing it well - with no complaint. To quote Sergeant Brett Camary, "**EME is always where the action is.**"

We are indeed 60, proud of our past and looking forward to the future.

## EME DAY 2003

By: Sgt P. Sutton, CFB Gagetown

The 16th of May 2003 is a date that will be remembered by all EME troops at CFB Gagetown for a long time to come. We celebrated the 59<sup>th</sup> Birthday of the EME Branch, a large milestone in itself. However, it was the attendance of our Col Cmdt, Col (Ret'd) M.C. Johnston and the Branch Chief, CWO J.D.A. Vass that made the day all the more memorable. As Col (Ret'd) Johnston is retiring as the EME Branch Col Cmdt, it was an honour to have him spend one of his last EME Day celebrations with the troops of CFB Gagetown making this a very special day for all who attended.



Maj R.D. Eddy - OC Maint Coy, WO (Ret'd) "Trapper" Allen and Col (Ret'd) M.C. Johnston

The day began with Opening Ceremonies in EME fashion at Maintenance Company Headquarters with the Col Cmdt arriving on parade in the Leopard ARV along with OC Maintenance Company, Maj R.D. Eddy. The command was given, "Let the games begin", and the troops dispersed to all corners of the base to participate in sporting events such as volleyball, hockey, darts and orienteering, the normal EME style Olympics.

An introductory event this year proved to be a real crowd pleaser: the 1<sup>st</sup> Annual (wishful thinking) "EME Buggy Challenge". With Maj Eddy's support and the approval from the LCMM, the acquired ILTIS jeeps that were scheduled for cannibalization became the donor vehicles. WO John Beers put the challenge out to all EME Workshops on base to create a buggy that would

compete in a timed, closed circuit race and a "show and shine" competition. The imagination and talent of EME troops were displayed in its finest form, as they took ILTIS jeeps and modified them into race buggies. Certain guidelines had to be followed: maximum horsepower, frame specifications, and of course, safety specifications. There were three buggies entered, two of which were from Maintenance Company and the third was from 2 RCR Maintenance Platoon. In addition to this, Maintenance Company Recovery Platoon constructed a recovery variant for display and remained at the ready in the event recovery services were required. The race consisted of a timed two lap circuit with a pit stop where a driver change took place and tires were rotated. Although the competition was close, the team from 2 RCR Maintenance Platoon finished with the fastest time. They also collected the most votes to win the "People's Choice Award" trophy for most creative entry, giving the Royals "all" the bragging rights. The remainder of the day was occupied with discussions centered on design improvements for next year's event.

After a tasty BBQ and some refreshments, the cake cutting ceremony took place. With the assistance of Maj Eddy and a local EME celebrity and veteran, WO (Ret'd) "Trapper" Allen, Col (Ret'd) Johnston cut the EME Birthday cake. The Chain of Command Race followed the cake cutting and challenged all who took part, leaving many in a somewhat messy state. Thanks to MCpl Glen Scott who made this event a great success.

The day ended with the annual "Creeper Race", the competition was extremely close. At the Closing Ceremonies, the awards were handed out to all winners and a final speech by Col (Ret'd) Johnston had the attention of all. Happy 59th Birthday to all EME personnel from all EME troops at CFB Gagetown, and a heartfelt thank you to Col (Ret'd) Johnston for participating in the day's events and a lifetime of dedication to the EME Branch - you will be missed and God speed in the future.



The three entries and recovery variant

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## EME BRANCH FUND BURSARY/SCHOLARSHIP PROGRAM

The EME Branch Fund is once again pleased to offer up to four Scholarships and four Bursaries of \$500.00 each to members of the EME Branch Fund who have been members for at least 12 months and who are currently in good standing. Application forms and selection criteria are available from your area representative. The cut off date is 30 June 2004. Entries received after that date will not be considered. For more information, contact your area representative or the EME Br Adjt Mr. Richard Ratensperger at (705) 423-2598, CSN 270-2598.

# EME AND THE COMBAT ENGINEER PERSONAL FLOTATION DEVICE

By: CWO J.A. Breau, DLERM

In 2000, CFSME approached the bridging LCMM MWO J.A. Breau at DFSCEPM requesting an improved Combat Engineer Personal Floatation Device, (PFD). The current PFD used in operations around water by the Engineers and associated personnel was over 15 years old. Due to its age and its reduced buoyancy, an upgrade was required to meet future needs of the Combat Engineers. DFSCEPM and DSSPM joined forces and wrote the requirement for an improved Combat Engineer PFD.

An initial contract was awarded to Mustang Survival Canada to provide two prototypes which were to be sent to the Land Forces Training and Evaluation Unit at CFB Gagetown for trials. A user trial report was submitted to DFSCEPM and DSSPM on the two prototypes evaluating different areas of operations and training where a Combat Engineer would be employed.



Other improvements to the PFD were made to allow the soldier to bring their weapon onto the shoulder. Anti slip material was added at the shoulder to prevent any movement of the weapon when the PFD were wet. Small modifications were required to meet specific requirements, e.g. flashlight, radio straps, etc.

The improved Combat Engineer PFD was issued to the Engineer Regiments in March 2003. When crossing a military bridge in the near future, you could expect to see the new PFD being worn by Combat Engineers. You could be wearing one as a passenger on the ferries of the Medium Floating Bridges.

MWO Breau was the first Mat Tech employed as the

bridging LCMM in DFSCEPM. The engineer bridging systems have benefited in many areas from the EME experience and approach brought in by the Mat Tech MOC. MWO McCready, also a Mat Tech, is now the new bridging LCMM.

The new improved PFD are presently only for the use of Combat Engineer Regiments. Anyone interested in the new PFD should contact the technical authority at DSSPM, Mr. J. Roby, for details and procurement information. This type of improvement was the result of users bringing the problem to the proper technical authority and good engineering to solve the problem. A special thanks to everyone involved directly and indirectly with this initiative.



The trial provided results which demonstrated the effectiveness of the improved PFD. The new PFD performed very well during all tests and provided outstanding buoyancy. The PFD kept the soldier's head out of the water at all times and turned the soldier face up even when wearing full combat gear and Kevlar vest. The PFD were also designed with identification reflectors, which are to be used in training and in rescue missions such as during flood control. These reflectors are sewn on covers with velcro, which enable them to be reversed for combat conditions. The new PFD also come in the new CADPAT color material.



## EME SAPPERS

By: Cpl J.L. Fairhurst and Cpl M.D. Sharron, Edmonton

**M**ost days in 1 CER are fairly normal, PT, lots of work and the occasional exercise. However, this past year has been a little different for those in Maintenance Troop.

1 CER recently celebrated the 100th anniversary of the Engineers, and as part of the festivities, they invited Maintenance Troop to participate in one of their events, Logger Sports. This was a day filled with events that Field Engineers do on a regular basis, namely sawing up timber, using chainsaws, axes, or saws for their various bridges and demolitions. The events they had lined up consisted of: vertical cut, horizontal cut, double buck, axe throw, snap cut, log drag, and caber toss. Naturally once given the opportunity to participate in an event such as this, we took the challenge, and began to train. Of course, the Sappers do this for a living, so we had some catching up to do. After recruiting an eight-man team with one spare and a coach, we sharpened our saws and honed our axes. We never envisioned, or at least the Engineers never envisioned, what transpired.

To set the stage, it was eight Engineer teams and one EME team. It was the 100th Birthday of the Engineers. **It was their day.** The sun was shining, the logs positioned, our kit was ready and the desire to kick some Engineer butt was paramount in everyone's mind, (ours anyways!). They never saw what hit them! We came on strong winning five events! With a couple of 2nd place finishes, we had enough points that no team could catch us! The Sappers gave a strong performance but could not match eight EME guys smelling victory.

It was with great reluctance that the CO of 1 CER presented the EME team with the Golden Axe, in front of all the Engineers, their family and their friends. The team also received some extremely nice prizes and T-shirts. The "pièce de résistance" though, is that the axe hangs prominently in the halls of the Regt, and all EME pers take great pride in pointing out whose names are engraved on the Axe, especially to the Sappers! CHIMO!



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## **CFSEME HOSTS THE 2ND ANNUAL WO J.R. MUISE MEMORIAL HOCKEY TOURNAMENT**

By: Capt I. Koss, CFSEME

**C**FSEME hosted the 2nd Annual WO J.R. Muise Memorial Hockey Tournament from 1-5 December 2003 in Borden. CFSEME has been hosting an EME Branch Hockey Tournament for the past 10 years in Borden. Formerly called the EME Hockey Tournament, the name was changed at the end of



Opening face-off between CFSEME and Petawawa

the 2001 tournament to honour the late WO J.R. Muise. WO J.R. Muise is remembered as a man who "played with heart" in every sport he played. Keeping this mind, the Heart Trophy is awarded to the player who best reflects this theme.

The tournament has always been a tremendously popular event and in spite of the high operational tempo of the CF, 15 teams participated this year from across Canada and abroad. The teams involved were the REME Stallions, BATUS, two teams from CFSEME, CFSTG Maint, Gagetown, and five teams from Petawawa, Ottawa, London and Kingston.



Sgt Lalonde from CFSEME accepts the Arte Division Trophy from BGen Holt and Marilyn Muise

The tournament was officially opened by the Col Cmdt, Col (Ret'd) Johnston, the EME Branch CWO, CWO Vass and Marilyn Muise. After the puck dropped, the competition and fun continued from Monday right through to Friday afternoon. There were three divisions: Arte, Marte and Sadie.

The Arte Division was dominated by CFSEME and Petawawa and the two teams battled in the championship game. The game was a nail-biter, both teams working hard for the win. The game could not be decided in regulation time and ended in a 3-man shoot out. The goalies were on their game, with only one goal being scored in the shoot out. The winning goal was scored by CFSEME and proved to be possibly one of the greatest goals in EME hockey history. The roar of the crowd can still be heard echoing throughout Andy Anderson Arena.



The REME Stallions were an exciting and enthusiastic group. The team travelled from the United Kingdom to participate and captured the Marte Trophy

The Marte Division final also proved to be an amazing game, with Ottawa battling against the Cinderella team from the UK, the REME Stallions. Although Brits are known for their lack of hockey skill, the Stallions came to win, and that is exactly what they did. Ottawa threatened to take over the game many times, but they could not match the heart and hard work of the REME Stallions. Now that the REME team has seemingly mastered the Marte Division, they wish to join the Arte Division for next year, and may threaten to take the whole tournament! We'll see about that.

The Sadie Division teams came to have fun, and that they did. This division allows less experienced players a chance to participate and enjoy themselves. "Sadie" named after a statue liberated from an Italian garden in 1943, is a symbol of humour in the face of danger. This year, the division was mostly Petawawa teams except for the BATUS team from Suffield. Predictably, Petawawa walked away with Sadie Trophy this year.

The tournament was officially brought to a close by the DGLEPM, BGen Holt, Marilyn Muise and her daughter Krista, and the Cmdt and RSM of CFSEME.

Overall, it was a well deserved break from normal operations and training, full of great competition and good times! We hope to see you there next year!

Arte et Marte

## VEHICLE MAINTAINERS ON THE MOVE

By: MWO P. Desrosiers, 1 CAD HQ

Progress is being made with vehicle technicians being trained in an area that is relatively new to the trade. Three vehicle technicians recently attended the Gas Turbine Engine OSQ (course code AFSA), a course that is currently conducted for the MOC 500 Aviation Technicians. The course was carried out at 14 Wing Greenwood during the period 26-29 August 2003. The vehicle technicians attended this course in order to identify any potential technical difficulties that vehicle technicians may encounter and to ascertain whether or not the training would meet EME requirements to facilitate maintenance of the gas turbine engine in the combined start units. The final assessment was quite favourable and indicated that a QL5 Vehicle Technician would encounter minimal difficulty in comprehending the technical aspects and that the course would meet EME requirements. This course is currently being offered to us as an interim measure. A4 EME staff at 1 CAD continue to consult with A1 Training and the Directorate of Army Training in an effort to establish the Gas Turbine course as an acceptable OSQ for vehicle technicians so that they can be formally course loaded. This initiative is paving the way to ensure that the 411 MOC will eventually have all the prerequisites to support Aircraft Maintenance Support Equipment (AMSE).

The handover of AMSE Maintenance commenced in 1994 when the Commander of Air Command directed that the employment of MOC 500 Aviation Technicians needed to be focused solely toward "on aircraft" maintenance activities. Two solutions were recommended. One solution was to conduct a trial to continue performing AMSE maintenance within the military (predominantly by EME technicians) and the other solution was to transfer this function to private industry. A successful "in house" trial was held in 1995 at 4 Wing Cold Lake with the EME Workshop performing AMSE Maintenance. Consequently, a follow-up study was conducted by A4 EME that resulted in the generation of the AMSE Maintenance Master Implementation Plan (MIP). This document was readily accepted by the Air Force and was approved and signed off in 1999. The MIP directed that responsibility for the maintenance of AMSE would be transferred

to the respective Wing EME organizations. Since then, the Wing EME Workshops have been providing this vital maintenance support based on a Most Efficient Organization concept.

EME in the Air Force will continue to update itself in order to stay abreast with the ever-changing needs of the Air Force. In this way we will continue to be the Air Force's "first choice, one stop" and most economical land equipment maintenance service provider. To find out more about EME in the Air Force, visit our web site at <http://winnipeg.mil.ca/a4eme/>.



Two vehicle technicians, MWO Paul Desrosiers of 1 CAD HQ and MCpl Steven Walker from 8 Wing Trenton discuss issues pertaining to a Turbine Engine Combined Start Unit (CSU) during a break in the Gas Turbine course which was conducted at 14 Wing Greenwood, Nova Scotia



Happy 60th from EME 1 OP ATHENA Camp Mirage  
MCpl Holmes /MCpl Vincent /MCpl Foreman /Cpl Dearing /Cpl Richards /Cpl Kuras /Sgt Kingston

## WEAPONS TO MUSEUM PIECES - NSE ROTO 12 BOSNIA

By: MCpl Johnson, ROTO 12

The NSE Weapons Section received various foreign weapons to be deactivated and converted to museum pieces. All the weapons were from different harvest operations throughout the Bosnian AOR. These weapons are destined for units all over Canada, such as 1 GS Bn, 2 PPCLI, 1 RCHA, 1 CER and Reserve units like Fort Garry Horse, Royal Regina Rifles, Royal Newfoundland Regiment and many more. The weapons range in variety from a Russian pistol to a 92mm RBR. Some of the interesting weapons were 82mm mortar, 92mm RBR (a shoulder controlled rocket launcher) and a new RPG-7. Some of the assault weapons received were a German HK G3A3 (still in its original packing grease) and many different models of SKS and AK47 variants. We even received some submachine guns like the EURO (a copy of the UZI), a M49 (designed Russian PPSH), and a M56 (an improved German MP40). Two of the three pistols we received were different models of the Tokarov: one Yugoslavian and the other Russian. The last pistol is a Czechoslovakia VZ-70.



After researching the new Canadian gun laws and the legal responsibilities of converting weapons to museum pieces found in CANFORGENs and in CFTOs, we received the authority to start the deactivation process.



The Weapons Technicians involved throughout the process were MCpl Johnson, MCpl Cowan, and Cpl Connors. The longest part of the conversion process was the removing of the packing grease from the weapons prior to welding. Cpl Cooke, a Vehicle Technician, volunteered to assist in the cleaning the AK47 variants and a few other different weapons. The next phase was the drilling, pinning, and preparation for welding. Cpl Connors seemed to have fun and laughed, as MCpl Johnson and MCpl Cowan seemed to get emotional over drilling these weapons. Between the two of them, they have over 36 years of repairing weapons and they found it ironic that they were deactivating weapons in excellent condition. With each different weapon type, they had shop discussions about the deactivation process. This gave Cpl Connors insight on how and what had to be done to all the weapons prior to the weapons being deactivated.

The first weapon to start the welding phase was the Hungarian AMD65M (a variant of the Russian AKM). It had a person's name etched into the pistol grip. The local welders we have employed in Maintenance, laughed, as they seemed to recognize the name. The Yugoslavia M53 Medium Machine Gun (a copy of the German MG42 and the grandfather of our C6 Medium Machine Gun) has an inscription of a General's Unit etched into the butt (DUDAK I CETA). This General was responsible for starting the war just north of Velika Kladusa, Bosnia. The anger of some of the locals was very evident when they saw the name on this weapon. All of the weapons started to reveal parts of their history and a newfound respect for these weapons was formed. The local welders employed in Maintenance and MCpl Carle welded all the weapons.

The next part was to grind down the welds so they would not be noticed and touch up the blueing so that they would blend in with the rest of the weapon.

Each SKS and AK 47 variant presented a very unique outlook on the development and advances made with weapons. This opportunity greatly benefited everyone involved.

The last phase to be done was the preservation and preparation for shipping. All the weapons were well oiled and correctly identified before being placed in bags for shipment. Now they are ready for their long journey to accredited museums throughout Canada.

# WEAPONS TECHNICIAN LAND

## M109A4 MAINTENANCE COURSE SERIAL 0301

By: WO S.L. Hansen, CTC Arty School

The M109A4 is a fully tracked fighting vehicle that provides close in artillery fire support. It began life in 1952 when concept studies were conducted in the USA to develop a new family of self-propelled guns to replace their M44A1. The result of this development was the 155 mm T196E1 that had a limited production run in 1961. In December 1963, this gun was re-designated as the M109. In 1968, the M109 entered service into the Canadian Armed Forces with 1 RCHA, in Germany. Beginning with the long tube upgrade in 1977, the M109 has undergone many modifications and improvements, and is presently designated as the M109A4.



Students of the first M109A4 Wpns Tech Maint crse to be run at the Arty School at CTC Gagetown. Back row - MCpl Baker (B Maint Gagetown), Pte Gula (B Maint Gagetown), Pte Tucker (2 GS Bn). Front Row - Cpl Grabowski (B Maint Shilo), MCpl Knight (1 RCHA), WO Hansen (Arty School)

Picture was taken after the mount and ordnance had been removed from the cab.

The M109A4 Wpns Tech Maintenance course is designed to train personnel to perform the duties of a Wpns Tech Land while supporting the M109A4 Self Propelled Howitzer both in the field and in Garrison.

The course is comprised of 32 training days, during which personnel are trained to carry out advanced repairs, to use specialized hydraulic, mechanical and electrical equipment in diagnosing faults and to use other equipment that is affiliated with the maintenance and operation of the M109A4.

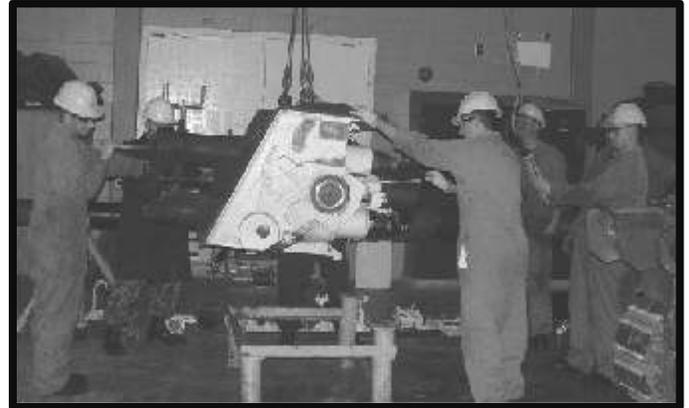
In 2002, a Service Level Agreement was drawn up between Canadian Forces Support Training Group and Combat Training Centre, Gagetown to have the training of this occupational specialty qualification transferred to Maintenance Training Battery of the Royal Canadian Artillery School.

The first M109A4 Wpns Tech Maintenance course to be conducted at Maintenance Training Battery commenced on 6 October 2003 with six students. All of the students were from units that use the M109A4 or otherwise provide maintenance support in one form or another to the Artillery Regiments.

Week one of the course included driver training. For part of the course, markers and pylons were laid out to simulate vehicle maintenance bays. An important observation for some of the students is reaction time... distance to the simulated wall, ground guide's reaction time, hand signals and then the crushed markers.

Whether in Garrison or on the Gun Line, a Wpns Tech's timely and effective diagnosis and repair depends on their ability to troubleshoot effectively. This ability was addressed on the course by providing electrical and hydraulic theory lectures including an explanation of the schematics of the M109A4 electrical and hydraulic systems. With the use of multimeters, schematics, and appropriate references, the students were then given practical troubleshooting scenarios, to assess all the students on their

systematic approach to identifying the causes of faults that were intentionally placed on the gun by the instructors.



Mount removal during the M109A4 Wpns Tech Maint crse. L to R - WO Hansen (Arty School), Sgt Donovan (Instr), Pte Gula (B Maint Gagetown) MCpl Knight (1 RCHA), Pte Tucker (2 GS Bn)

Other components of the course included inspecting, servicing, repairing, and testing of the hydraulic system and its components, the main armament, cap and its auxiliary components, sighting and fire control equipment including its bore sight

Towards the end of week six, the students, with the assistance of the battery's vehicle instructors operating the M578, performed a cab lift of the M109A4. The removal of the cab from the vehicle proved very interesting to all students as none of the students had ever seen, let alone personally performed this maintenance procedure.

The last week of the course included a visit from DASPM 3-4, the M109A4 Life Cycle Manger who provided much insight into the inspection and repair procedures for the improvements that have recently gone into the M109A4. Unit Wpns Tech issues such as tooling, maintenance publications, and future of the M109A4 were also discussed.

The task of putting rounds on the target with the M109A4 lies with the gunners of the Royal Canadian Artillery Regiments. The responsibility for maintaining this piece of kit lies with the Wpns Tech, a task that the students of the M109A4 Wpns Tech Maintenance course, serial 0301 are more than capable of. Job Well Done.



Preparing for barrel installation during the M109A4 Wpns Tech Maint crse. L to R - Sgt Donovan (Instr), MCpl Baker (B Maint Gagetown) Cpl Grabowski (B Maint Shilo), MCpl Knight (1 RCHA)

# CORPS REFLEXIONS

Continued from Issue #2 2002

By: Sgt J.F.D. Ferland, EME Heritage Collection Custodian



Figure 1

During the rebadging in 1991, we not only received a new cap badge, but collar badges and shoulder titles. The collar badge designs have already changed since their first production. Most CF collar badges had a clutch pin type fastener. The new collar badges and titles, produced by Woods Manufacturing in 1991, have screw post fasteners (Figure 1). This seemed to be a better idea than the standard fastener, however, we did encounter a slight problem. The screw posts were quite short and required some thinning of the lapels to allow a sufficient amount of threads to engage into the nut fasteners.



Figure 2



Figure 3

A few years later, a modification occurred to improve the collar badges (Figure 2). A new screw post, 1mm longer, was attached to the collar, which drastically improved the mounting of the collar badges onto one's uniform. Currently, a newer version of the collar badge is available in the supply system (Figure 3). Now, they have a clutch pin fastener made by C. Lamont in Montreal (Figure 4). There are subtle differences between this new design and the 1991 version such as the top jewel in the crown and the horse's head are slightly different.

Also in 1991, we were adorned with metal shoulder titles. To most, it was a novelty considering that the LORE LEME era did not have metal shoulder titles. Once again, Woods

Figure 4



Figure 5

Manufacturing produced our first EME and GEM titles with screw post fasteners (Figure 5). These had a light gold wash finish to them. Sometime in 1992, the supply system carried a new heavier version and darker finish EME and GEM title (Figure 6). The manufacturer is unknown but the construction was more rugged and presented thicker letters compared to the previous type. Another version was later available from the supply system. This version has a light gold wash finish and has screw post fasteners as well (Figure 7). However, the letters are thinner throughout compared to the previous titles. The GEM titles in this version have not been found yet. Currently available in the supply stores is a darker gold wash title with the same style as the first issue but the letters are a little thicker (Figure 8). Of course, any of these versions may still be available depending on the stock level at various bases.



Figure 6



Figure 7

The small differences, usually attributed to a new manufacturers of the badges, do not indicate a design flaw. Yet, this should underline the complexity for manufacturers to develop new molds enabling the production of a new crop of badges fit for parades.

The next article of Corps Reflexions will identify 50th Anniversary memorabilia and LORE era badges. If you possess a unique item and would like it added to future articles, please contact the Branch Adjutant's office. We would appreciate some provenance with any items either donated or loaned for this venture.



Figure 8

## EME BRANCH (AREA) REPS

POSITION	NAME	POSITION	NAME
NCR	CWO J.D.A. Vass	LFWA	Sgt A.R. Walton
AIRCOM	CWO J.R. Nelson	LFQA	Maj J.A.P. Fuller
LFCA	Cpl M.P. Bidal	LFAA	Lt S. Cahill
EME (A) PRESIDENT	Maj (Ret'd) G. McCulloch	CFSTG	CWO A.C. Dalcourt
RCEME (A) PRESIDENT	CWO (Ret'd) A.E. Rest		

## CFB SHILO PLAYS HOST TO MANITOBA HOCKEY TEAMS

By: Sgt M. Watkin, 1 RCHA

For a few years now, members of 1 RCHA have tried to enter a hockey team in the annual WO J.R. Muise Memorial Hockey Tournament hosted in Borden. Due to funding and numerous other commitments, it has never come to fruition. This year we decided to try something different. Teaming up with Base Maintenance, we hosted a hockey tournament for all Manitoba based EME personnel. The participants were: Maintenance Platoon 2 PPCLI; Base Maintenance 17 Wing Winnipeg; Light Maintenance Troop (LMT) 1 RCHA and ourselves, Base Maintenance ASUShilo.



MWO (Ret'd) Terry Lester, former ETQMS of 1 RCHA, drops the puck for the Ceremonial Faceoff at the 1st Annual Manitoba EME Hockey Tournament

The idea was the brainchild of Capt Jeff Spitzig, Tech Adj of 1 RCHA. Unfortunately, he was unable to attend due to a training exercise in Edmonton. As his spectacular hockey skills would not have helped our team, he certainly wasn't missed. As usual an officer started something that the NCMs were left to finish.

The rules were quite simple! Have Fun!! The tournament was played in a double elimination format. This meant that all teams were guaranteed a minimum of two games. It also created a possibility that one team could play up to four games in one day. Some players chose to live in their gear for the entire day.

The tournament started with a Meet and Greet on 22 Jan 04, at 1900 hrs. Following the Meet and Greet, Base Maintenance Shilo and LMT 1 RCHA squared off. MWO (Ret'd) Terry Lester, former ETQMS of 1 RCHA, dropped the ceremonial puck to start the tournament. We are not sure which team had home ice advantage but LMT certainly had more fans. Later that evening, those from Winnipeg took the opportunity to see the bright lights of Brandon (which happens to be the second largest city in Manitoba). Since we were the ones who set up the schedule, we 'arranged it' so that we would not have to play first thing the following morning. This was planned to allow us to shake off any lingering effects of the Meet and Greet, although you really couldn't tell by the way we played.

In the end, 17 Wing lost one game during round robin play, but walked away with the trophy by defeating Base Maintenance Shilo in the finals held on Fri night. The Weapons Techs of 1 RCHA constructed the trophy and the challenge now goes out to 17 Wing to make the trophy for next year.

All in all, everything ran smoothly and everyone had lots of fun. It was great to see Manitoba Maintainers participating in what proved to be a well deserved break from a very busy period. For those posted to CFB Shilo or Winnipeg in the next APS, fear not! You now have at least one thing to look forward to every year.

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## LEARNING EXPERIENCES

By: Cfn J.A. Brockman, 1 GS Bn

From September to December 2003, Cfn Costen, Cfn Stevenson and myself, Cfn Brockman, from 1 GS Bn, had the opportunity to participate in OJT with 3 PPCLI Maintenance Platoon. Our time at this shop was full of opportunity and learning. Throughout our time spent there, we were able to develop our trade knowledge through the exchange of ideas and theories with experienced and knowledgeable technicians. In addition, because their shop is considerably smaller than 1 GS Bn, there is greater opportunity for one-on-one training. All these factors and more helped to create a friendly learning atmosphere. This friendly atmosphere enabled us to use correct algorithms to find and repair the faults and not concentrate on having all of the answers all of the time.

Coming to 3 PPCLI Maintenance Platoon has also given us the opportunity to experience the life and challenges of a first line unit. We were able to do more diagnosis as opposed to simply parts changing, which sometimes happens at a second line unit. Having the opportunity to diagnose successfully and understand how certain components function allowed us to build a higher level of confidence and pride in our work.

We had the chance to experience several other trade and non-trade related tasks that we may not have had the chance to experience had we not come to 3 PPCLI Maintenance Platoon. Some of these tasks included rappelling from a helicopter, and a more difficult and demanding physical training schedule. We also had the chance to participate in several recovery tasks, assessing and performing pulls on two ILTIS and two LAV III, as well as a recovery call to Hinton, Alberta to assist the 3 PPCLI recce course with one of their LSVWs.

3 PPCLI Maintenance Platoon taught us a lot about first line units and their tasks. It gave us the opportunity to interact with experienced technicians and to learn from them. We were able to participate in several recoveries, diagnose faults, participate in demanding physical training, develop a rapport with more tradesmen and perhaps most importantly, build confidence and pride in ourselves and our trade. This has been an exceptional experience and one we would love to repeat.

## OP PALLADIUM ROTO 13 NSE MAINT PL

By: Capt A. Morrison, OP PALLADIUM



Cpl Lumb keeping a watchful eye at the South Gate, Camp Black Bear, BiH

Petawawa saw the stand up of an NSE for OP PALLADIUM (2 June 2003) for the fourth time (ROTO 2, ROTO 3, ROTO 8, and now ROTO 13). After having the opportunity to exercise the General Support (GS) concept in Wainwright, Alberta, during the Brigade Training Exercise 2003 (BTE 03), we were eager to continue our training in preparation for an overseas mission. While our counterparts from 2 Svc Bn were busy preparing for their deployment on OP ATHENA, 32 members of 2 GS Bn and 8 augmentees, including 3 Reservists, were gathered to form what would soon become known as the "EME SEALS" of ROTO 13.

The pre-deployment training was trying at times, however the importance of understanding and applying our theatre Rules of Engagement was well understood. We participated in the usual war fighting training, as well as theatre specific confirmation exercises, however the highlight of the whole period had to be the five weeks of annual leave that most of the Maint PI personnel were required to take. Special mention should be made though, that only three short weeks prior to deployment, a good chunk of Maint PI was required to give up their weekend to conduct repairs on Battle Group equipment, thus ensuring they were able to complete their training.

The first soldier from Maint PI to deploy to theatre was MCpl Mike Barry on 12 September 2003 as part of the NSE Advance Party. MCpl Barry's hard work in preparing vehicles and DAs for sign-over upon the main body arrival at end September, helped to assist in a smooth transition. ROTO 13 NSE Maint PI assumed command on 2 October 2003 with several challenges ahead. We would be leading the way in establishing new SOPs and working relationships with DND's new CANCAP contractor, SNC-Lavalin/PAE (replacing the previous contractor, ATCO Frontec), as well as preparing the theatre for the inevitable draw down of personnel and equipment. An excellent working relationship was established early with our 12 Expat and 23 Locally Engaged Employees employed by CANCAP. The reintroduction of the ETQMS, CWO Dave McFarling, back to Maint PI saw the military take firm control and informed accountability over all maintenance happenings within the NSE. Aggressive stables and inspection programs were instituted with a view to improving the state of the equipment in theatre for both ongoing and future operations, as well as draw-down.



Camp Black Bear Maintenance Personnel  
Op PALLADIUM ROTO 13 - 17 Dec 03

The groundwork had been laid for us by ROTO 12 for the repatriation of a significant amount of equipment to Canada as part of OP TAHOE II. This operation saw us conduct inspections, turret preservation, tech inspections, as well as provide recovery and MRT support for both road moves and at the port. Other operations that Maint PI has participated in have included OP WINDMILL, the movement of Sea Containers in the Dutch AOR, OP HOUND DOG, a Canadian op in our AOR, and most recently OP PERCHERON, the down sizing of TFBH. All equipment being repatriated to Canada as part of OP PERCHERON must make its way through NSE Maint PI, which has resulted in an increased workload for everyone. Recovery section is providing recovery support to both the convoys moving to/from the port as well as recovery and MRT support at the port itself. A vehicle section is conducting all of the inspections on the SMP vehicles as well as the repairs on A vehicles. B vehicle section is conducting the repairs on B vehicles while commercial section is conducting both inspections and repairs on all commercial vehicles. The FCS and Wpns sections are busy with turret preservation, our LCIS Section removing and inspecting the TCCCS radios, and our Mat Section with the inspection and repair of the sea containers required for all of the material being repatriated. All of this on top of our day-to-day ops and support requirements.

We have had excellent working relations with the BG, our main customer, and have provided them with whatever support required. In accordance with our EME Tenants, during ROTO 13, we brought many of our MRTs "out of retirement" and conducted both A and B vehicle repairs in-situ. Maint PI personnel were counted on to not only be expert technicians, but soldiers as well. ROTO 13 maintainers have also experienced their share of taskings including Security Force, Quick Reaction Force, Escorts, etc. All were done professionally and with the dedication that everyone has come to expect from EME technicians. We have even considered adopting our two SPSS and two LCIS techs who were always a key part of our team.

Overall, ROTO 13 Maint PI has done an outstanding job supporting day-to-day ops and planning for the future, all the while maintaining the highest morale in NSE. I have been afforded the opportunity to see first hand, in an operational theatre, that when something really needs to be done, you can count on Maint PI. I would like to thank all of the soldiers that I had the privilege of working with for a most memorable and excellent tour.

Arte et Marte.

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## **EME SUPPORT TO MARITIME FORCES ATLANTIC**

By: WO R. Smith, Halifax TEME Wksp Sp WO

**E**ME is alive and well in Maritime Forces Atlantic. The bulk of the EME soldiers can be found toiling away as part of Formation Logistics, Transport Electrical Mechanical Engineering (TEME) Halifax and at its two Detachments: TEME Shearwater and TEME Detachment Debert. EME soldiers are also employed as part of MARLANT at CFS St. John's and MARLANT Det Sydney. The focus of EME in MARLANT is to provide LEMS to our number one customer: the Navy. At the same time, we provide LEMS services to most LFAA Primary Reserve units in 36 CBG and all NF based 37 CBG Primary Reserve Units, and let us not forget LEMS services in support of 12 Wing operations, the Air arm of the Navy.

Our support capabilities were put to the test during OP SPLINTER when Hurricane Juan came ashore in early October 2003 causing serious damage to the Halifax Regional Municipality and outlying areas. The EME Workshops and CP were manned 24-7 for the week, supporting all equipment utilized by the base in conjunction with the city's extensive clean up activities. TEME Shearwater came to the forefront providing local support to 2RCR and 427 Sqn from CFB Gagetown and CFB Petawawa who were deployed to aid in the clean up of downed trees, etc. This facilitated the return of power to homes, which were without electricity from 1-10 days, depending on the area you lived in.

Following the week long clean up and with power restored to most of the area, OP SPLINTER stood down and OP SLIVER started with the Reserves tasked to assist in the extended clean up services. All available military personnel attended a Division Parade (muster parade) where Comd MARLANT Admiral Davidson and Mr. Kelly, the Mayor of Halifax Regional Municipality thanked all units who were directly involved for their dedication, hard work and long hours spent with the clean up of the aftermath of Hurricane Juan.

With a staff of 87 all ranks including civilian personnel supporting 1000+ vehicles and trailers in CFB Halifax and outside units, work at times can be hectic. The workload to maintain the fleet is shared by the three workshops within Windsor Park and a workshop at TEME Shearwater. The variety of equipment, which is in direct support of Naval Ops ranges from 100 ton Crane to Rigid Hulled Inflatable Boats (RHIB). The Vigilance and Watchdog are Military Police patrol boats, which are unique to both east and west coasts. The bulk of the work done by MARLANT Det Sydney, TEME Detachment Debert and CFS St. John's Maint Section is to support the Primary Reserve. Although the SMP fleet is a little

older than the MARLANT commercial fleet, the sections provide yeoman service in support of the P Res to meet their operational commitments and are truly dedicated to providing service second to none.

Ancillary PI on the other side of the house in TEME supports the Navy's day-to-day operations in a wide variety of tasks. These include common tasks such as SAVs, Els, and repairs to a wide range of weapons including the H&K MP5 assault rifle. The MP5 is a unique weapon used by Naval Boarding Parties. TEME is fortunate to have Non Tech Wksp as part of its Ancillary PI org. The skill of our employees has been proven repeatedly, as carpentry, refinishing and textiles services are always in high demand for naval projects. Craftsmanship and quality work has been their trademark and many examples of their fine work can be found throughout MALRANT.

Due to the large insurgence of Craftsmen into the EME family, it seems we are lucky enough to receive some of the overflow from the GS Bn. At the present time, we have received two wpns and three veh techs for QL4 training into our unit. The bulk of the QL4 training can be conducted in-house with the exception of recovery and AFV equipment. Our pers will be sent to units in Gagetown to receive the necessary training and qualifications. Arte et Marte



Wpn Tech, Cfn Frederick Borris working on MP5 Weapon

# **RCEME APPRENTICES CELEBRATE THE 50 YEAR ANNIVERSARY OF THE SOLDIER APPRENTICE PROGRAM**

By: WO (Ret'd) L. (Tex) Leugner, 12 Platoon, Ex-Apprentice

On the weekend of 19 - 22 Sep 03, approximately 200 RCEME ex-apprentices gathered from across Canada and the USA to celebrate the 50 year anniversary of the RCEME Soldier Apprentice program. Appropriately, the reunion was held in Kingston, Ontario, where the program began in 1953 and where it was formally disbanded in 1968 with the graduation of 30 Platoon, the final intake.



Col. Gary Furrie (himself a RCEME ex-apprentice) presenting the Roster Memorial Medals to Staff Sgt. (Ret'd) Joseph Morrison, who will in turn donate the Roster Medals to the EME Branch Museum in 2004 during the 60 year anniversary of the EME Branch

These graduates of the RCEME Apprentice program provided the majority of RCEME/EME Senior NCOs for the next 40 years. (Indeed, several ex-apprentices are still serving our Branch at this time). In addition, some 30 officers were graduates of the RCEME Apprentice program.

The reunion program consisted of a Meet and Greet on 19 Sep which was open to anyone who had served in the Branch: a dinner, special awards and dancing on 20 Sep; a luncheon/boat tour of the Thousand Islands on 21 Sep and a farewell brunch on the morning of 22 Sep.



The "Table of Honour" upon which was displayed the names, medals and memorabilia of many of those RCEME Apprentices, now departed. This display will be a regular feature of all subsequent Apprentice Reunions

Included among the many events during the weekend was the unveiling of the "Roster Memorial Medals," which were presented posthumously to Craftsman Dale Roster's closest living relative, Staff Sgt (Ret'd) Joseph Morrison, RCEME. Craftsman



The Roster Memorial Medals: the Memorial Cross (awarded to widows or survivors of deceased soldiers while serving in an area of hostilities); the Dag Hammarskjöld Medal (awarded to United Nations soldiers posthumously who are killed while on a UN mission); the Canadian Peacekeeping Service Medal (CPSM) and the United Nations Emergency Force (UNEF) medals

Roster was killed on United Nations Peacekeeping duty on the Gaza Strip on 19 Nov 61. He was a graduate apprentice of 12 Platoon.



Cfn (Ret'd) Fred Wells receiving a special RCEME plaque from organizer WO (Ret'd) Tex Leugner for his special contribution to the Apprentice Reunion

Col (Ret'd) Murray Johnston who, along with Staff Sgt (Ret'd) Morrison, was a special guest at the reunion, and was instrumental in obtaining the "Roster Memorial Medals," as well as arranging to have the medals attractively mounted in their display case by tradesmen from the EME Branch workshop in Halifax.

Before calling on Col (Ret'd) Murray Johnston to facilitate the presentation of the medals, WO (Ret'd) Tex Leugner, made the following comments:

"If I have learned anything during my experience as a soldier, it was that peace is incomprehensible to those Canadians who have never known war. Years ago, a veteran of both World Wars told me something I shall never forget. He said, "When you think of men like me, think of all your liberty. We truly enjoy freedom today because a soldier died yesterday." There can be no greater calling than to serve in the military of a democratic nation with honour and pride. Since the end of the Korean War, over 250 Canadians serving in UN or NATO missions around the world have offered the ultimate sacrifice. RCEME Apprentice Dale Roster, who died on the Gaza Strip at the age of 20 years, was one of these men."

Several other awards were presented at the reunion, including the presentation of the Canadian Peacekeeping Service Medal to Sgt (Ret'd) W.G. Young (9 Platoon) and Craftsman (Ret'd) F. Wells (12 Platoon).

Over 600 young men graduated from the RCEME Apprentice program and of these sadly, approximately 15%, some 90 of our comrades, have passed away. To commemorate this unfortunate fact, a "Table of Honour" was displayed throughout the weekend, upon which the names, photos, medals and other memorabilia of these men were displayed.

In addition, a RCEME Corps flag was displayed, upon which each apprentice member in attendance signed his name. This special flag was presented to the apprentices several years ago by Maj Lodge (deceased), the first Commanding Officer of Apprentice Training Company.

The weekend was full of memories, tall tales and stories (many of which were actually true!), the renewal of many special friendships and the shedding of a few tears.

A sincere thank you must be passed along to several ex-apprentices: Dan Lyle, Al McNeil, Mike Johnston, Derek Nicholls, Jim Tompkins and Fred Wells, without whose contribution the reunion would not have been as successful as it was.

In addition, Sgt Tony Beresford and MCpl Paul Harnett volunteered to man the reunion hospitality suite throughout the weekend. Their untiring effort and assistance made it possible for the reunion organizers to relax and enjoy this very special event in our Branch history.

Arte etMarte

**Note:** The apprentices have held reunions in Ottawa, Calgary, Fredericton, Vancouver and Kingston since 1995. The next Apprentice Reunion will be held in Quebec City in Sep 05. For more information, contact L. (Tex) Leugner at (403) 932-7618, by e-mail at <texleug@shaw.ca>, or by mail at Unit 9 - 8 Riverview Circle, Cochrane, Alberta, T4C 1X1.



LCol John Watts (a graduate of 5 Platoon apprentices) presents Cfn (Ret'd) Fred Wells with his CPSM

## **LOCAL CHARITY BENEFITS FROM NATIONAL GOLF TOURNAMENT**

By: Mrs. H. Rowen, CFSEME

Every year, CFSEME holds a golf tournament with some of the proceeds going to a local charity. This year, the amount of \$1,400 was donated to My Sister's Place, a women's shelter in Alliston, Ontario. A portion of the \$1,400 was raised by Cpl Begley who raised funds with go cart activities during the summer. On 20 January 2004, personnel from My Sister's Place were presented a cheque by the Commandant CFSEME, LCol Carrier.

Left to Right: CWO Dalcourt, RSM CFSEME, Patricia Breton, Executive Director, My Sister's Place, LCol Carrier, Cmdt CFSEME, Marsha Trépannier, My Sister's Place, Cpl Begley, CFSEME, WO Lussier, CFSEME



## HISTORY PRESERVED, CHAPTER 2 (PRESENTATION TO A FORMER EMPLOYEE OF 202 WORKSHOP DEPOT - MR. RÉMI LEBLANC)

By: MWO G. Brideau, 202 WD



At the end of the war, Mr. Leblanc, who had not seen his country for nearly five years, decided to retire from the Canadian Forces, a decision he regrets even to this day. What would you do? He simply wanted to rejoin his wife and to go home. They settled in Montréal at the heart of the Hochelaga neighbourhood. He found work at 202 RCEME Field Workshop in 1946 and became a founding member of 202 WD. He worked as an armourer and later as the weapons shop supervisor until his retirement.

On 18 September 2003, Mr. Leblanc was our special guest during 202 WD's recent ISO 9001-2000 quality standard celebration day. He visited our facilities and later was able to renew friendships with former colleagues. Since we also celebrated 202 WD's 57<sup>th</sup> birthday, he cut the traditional cake with Mr. Denis Hardy and Cpl Steve Millaire, the unit's senior and youngest members respectively.

Col (Ret'd) Murray Johnston presented him with a Branch Certificate of Merit for the remarkable work he had accomplished. They also exchanged stories on the origins of the EME Branch. Mr. Leblanc represents the essence of what the day's celebrations were all about: proud craftsmanship and a dedication to a job well done. With him among us, we felt as if we had completed the full circle.

You may remember that in August 2002, 3 RCR Maintenance Platoon, while providing support to the Rapid Reaction Force (RRF), had to service some 60 mm mortars. Some of the spare parts, in particular the cases and bipods, were still in their original factory cases (EME Journal Issue #1 2003).

The 3 RCR weapons technicians were amazingly surprised when they noticed that the date written on the bipod tag, which was signed by a 202 WD inspector, was 9 November 1959. Since preservative still covered this bipod, there was no element of rust on the parts and therefore it could be used immediately. The quality of the long-term preservation showed a high level of professionalism by the technician. Despite more than 43 years on the shelf, this part was in perfect condition. It allowed the RRF to successfully maintain its level of training prior to deployment in Afghanistan (OP ATHENA).

This condition tag was given to the Col Cmdt, Col (Ret'd) Johnston, who brought it to our attention. A search through some very old employee lists of that era by CWO J.P. Cyr, RSM 202 WD, resulted in finding information concerning this technician. It was Mr. Rémi Leblanc, a MAN 10 technician, who had retired in 1984 and fortunately still resided at the same location.

During a first meeting with Mr. Leblanc, we learned that he was a native of Montréal and came from a very large family. Work was scarce, so the choice was simple when World War II started. He joined the Army as an infantryman with the Régiment de la Chaudière. After arriving in England, candidates were sought for weapons technician training. He decided to volunteer for the training and was sent to London for a six month course given by the British Army and as such, exclusively in English. This was not an easy task for someone who did not speak the language before his arrival in England.

Once qualified, he returned to his Regiment and was transferred to the Royal Canadian Ordnance Corps. He was posted to a Light Aid Detachment (LAD) with an Armoured Corps unit, the Fort Gary's Horse (the only francophone among them) and later landed in France three days after D-Day, then served in Holland and in Germany. In 1944, he became a founding member of the Royal Canadian Electrical and Mechanical Engineers.



## THE PASSING OF AN EME LEGEND

By: MWO R.J. Thompson, 3 ASG Maintenance Company

On 17 October 2003, 3 ASG Maintenance Company was saddened to learn of the passing of WO (Ret'd) Trevor "Trapper" Allen. Trapper was 82 years old and retired from the military after 27 years of loyal and dedicated service to King, Queen, and country.

Trapper had never strayed far from the uniform though; on retirement Trapper worked as a VHE-9 civilian mechanic at Base Maintenance Gagetown, a position he held into the 1980s. Additionally, Trapper's sense of duty and dedication to soldiering would never leave him, as he became the service officer for the Royal Canadian Legion Branch 93. When one of his comrades, John Poole, who had been one of Trapper's troopers in Korea, asked "why are we doing this?", Trapper's immediate reply was, "because someone has to look after the troops".

Trapper was a no nonsense, lead from the front type of soldier. I was both awed and impressed when gathering information on Trapper's life. He had begun his military career during WWII where he was the recipient of six campaign medals. While climbing the boot of Italy, Trapper received Mention in Dispatches (MID) for courage in the field. Following the war, Trapper returned home to the coal mines of Springhill, NS.

However, when the call went out for volunteers for Korea, Trapper heard and answered the call of his country. In a full spread newspaper advertisement, Trapper was paraded as a recruiting inspiration. His decorations from the Korean conflict numbered three. While in Korea, he received the Military Medal, which reads on the obverse side, "For Bravery in the Field". The circumstances of this decoration deal with an 18-hour recovery of a tank under fire, in which Trapper placed himself in harm's way continuously throughout the recovery operation.



"Trapper" Allen, centre, cutting EME day cake with the Col Cmt, Col (Ret'd) Johnston and Maj Eddy during 59th EME Day celebrations at Camp Gagetown  
*Photo by Mcpl Lock*



In Korea, on 21 May 52 the tank dozer of C Squadron, Lord Strathcona's Horse (Royal Canadians) became stuck while preparing a road in the forward company area of 1 PPCLI. The situation was precarious since the immobilized dozer was in full view of the enemy positions, a scant half mile across the river valley. The armoured recovery vehicle commanded by Sgt "Trapper" Allen was called forward. On arrival at the site, enemy artillery began to range in on the vehicles. The link up of two cables and preparing the dozer for recovery was slow and tedious. Several times the vehicles were hit and the crews were ordered to take cover. Sgt Allen refused to take cover and continued working.  
The dozer was recovered intact that night.

Following the Korean conflict, Trapper was called to England to witness the crowning of Queen Elizabeth II, but for compassionate reasons was not able to attend. For the nomination however, he received the Coronation Medal. Further, in his service to country, Trapper had also completed United Nation tours in Egypt and Cyprus. Finally, Trapper was the recipient of the Canadian Peacekeeping Service Medal. The one decoration that Trapper never received, and in later years was proud of the fact he never did, was the CD. Apparently, he was renowned for his fighting abilities, which were usually called upon in defence of his troops. Whenever he would get close to receiving one, some sort of incident would "just happen to occur" to prevent it.

One thing I came to learn very quickly was that Trapper was always 100% for his troops. Just scratching the surface of this soldier's career and life, I was impressed by the fact that he made such a favourable impression on so many generations of EME soldiers. Trapper is in an exclusive club with a very limited membership of EME legends.

Arte et Marte

**Deadline for the submission of articles for the next issue of the EME Journal is 6 August 2004**

## SCHOOL DAZE

By: Sgt B.D. Stratton, CFSEME

Picture this; I was sitting comfortably in the ET's office talking to the Career Manager. I should have had my guard up when he said, "I'm from Ottawa and I'm here to help you". Then the other shoe dropped, that phrase that was designed to strike fear into the heart of any EME technician who heard it, "I am posting you to the school in Borden". The school was for those who couldn't handle the real world, you've heard it before "those who can't do, teach". Was I being put out to pasture after twenty-mumble years of working on the floor, or was I being selected to pass on my vast wealth of knowledge to the next generation of Craftsmen? Well, you can look at it however you choose, but I know that the next few bus loads of mechanics will have heard the odd war story to help enforce some of the teaching points put across.

A lot of things have changed around here since the last time I was here as a student all those years ago, the RSM doesn't jump out from behind trees to inform the students that gloves should be worn, or that they should be swinging their arms from the shoulder and not the elbow. Now it's my turn to remind students that the correct command is "By the left, Quick-MARCH" and not "By the left, Quick Saunter". It only takes a couple of those gentle reminders and the students catch on. Now whenever I poke my head out the door as they march off, you can hear the boots strike the pavement a little harder and see the backs straighten up a little more. Lesson learned.

So many things are different now, Hanger 18 is no longer part of our school. In fact it has been given back to that other life form, the Airman, whilst the EME technician has been housed in splendor in a new building. This building is wonderfully laid out, with classrooms all down one side, and the corresponding labs and workshops down the other. It's an effective design, but it always seems that my next class has been scheduled at the opposite end of the building, a not inconsiderable distance when

one must journey back and forth several times a day. This building has one other major advantage-LIGHT, no more peering into the gloom trying to tell the difference between a primary and a secondary brake shoe. Now everything can be explained in the classroom with the aid of projectors and the actual article, and it's just a quick walk across the hall to point out things as they actually sit on the vehicle.

The students have changed a lot in the last few years. Unlike us, today's soldiers don't believe that a MCpl is a direct descendant of God and is thus infallible. Therefore as an instructor, you must have all the answers to all the questions that all the students are going to ask, and if you don't, the phrase "because I said so" just doesn't cut it any more. Today's student needs an answer that makes sense. Finding that answer can be a struggle in itself, as the automotive world seems to be changing faster than we can catch up. Gone are ignition points and mechanical engine controls, and soon the only carburetor to be found will be on a chainsaw. Now even the lowly APC, which has been both a millstone around our necks and our bread and butter since 1965, has been updated with electronic engine controls and a stronger transmission. Still more knowledge to cram into the heads of the students, and you know what? It fits!

You can see the very instant that a student understands the point you're trying to get across, it's as if someone turned on a light behind their eyes, and there's an almost audible "click" of understanding. That moment makes everything worthwhile, the late nights researching material and studying lesson plans, and the time spent practicing lecture techniques on your family, the handiest captive audience around.

That "click" is our reward. It's tangible evidence that we are doing our job. Another soldier has taken those first few stumbling steps down the road that can lead to a successful and rewarding career as an EME tradesman.

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## EME STAINED GLASS

MCpl Carl Devin's wife, Mrs. Nathalie Tremblay, from 3 Wg EME at CFB Bagotville found herself a hobby combined with a natural aptitude. For her first experience with hand made stained glass, she chose the EME badge as a model. When the wing ETQMS saw this magnificent work, he rushed her a personal order. The pictures are proof of Nathalie's talent and the impressive work of art she created.



MCpl Carl Devin (left), Mrs. Nathalie Tremblay (center), MWO Mario Lavoie, (right)



## ANOTHER GREAT RECOVERY

By: Sgt D. Ferland, EME Heritage Collection Coordinator

Referring to EME Journal 2002 #2 page 10, Col (Ret'd) Johnston wrote an article entitled **Flying the EME Flag**. Inspired by this venture to preserve our flags, WO (Ret'd) Rod White and WO Vincent MacDonald ensured delivery of two EME flags to the Heritage project. On 17 Oct 03, WO MacDonald presented the flag from CD1 (Canada Dry 1 in Qatar) to the EME Heritage Collection in Borden. This flag was one of two that were in Qatar during the first Gulf War and flew over their small desert EME Workshop. With every subsequent rotation, a "new flag" replaced previous ones and because they were highly collectible, they seemed to go astray with monotonous regularity. WO MacDonald acquired this flag before returning to Germany after his tour in Qatar. He delivered the flag to the EME Heritage Collection in Borden to have it displayed with flags from previous rotations.



WO Vince MacDonald presents CD1 Qatar flag to Sgt Tony Beresford (left) and Col (Ret'd) Murray Johnston (centre)



Col (Ret'd) Murray Johnston presents 4 Svc Bn Flag to the EME Heritage Collection. Photo courtesy of the Borden Citizen

On 1 Nov 03, during the EME Association farewell to Col (Ret'd) Johnston mess dinner, another flag surfaced. WO (Ret'd) Rod White was the Control Officer for 4 Svc Bn when it closed. He took down the flag that flew outside of 4 Svc Bn Control Office in Lahr and stored it in his barrack box. After seeing an EME Journal article by Col (Ret'd) Johnston, WO (Ret'd) White contacted LCol Ritchie to see if it would be a good addition to the flag collection. So, 11 years after 4 Svc Bn closed, the flag finally saw the light of day and was presented to the Col Cmdt at a dinner in his honour hosted by the Toronto Chapter of the EME Association. Col (Ret'd) Johnston later donated the flag to the EME Branch Heritage Collection to be properly displayed and maintained for all to see.

Bravo Zulu to all those involved in ensuring the preservation of our heritage.  
Arte et Marte

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## THE '411 VISION'

By: Maj C.M. Evans, CFSEME

CFSEME is charged with the training and standard of, among other trades, Vehicle Technicians. It has become apparent that with the introduction of new vehicles and with advances in vehicle and teaching technology, the school needs to review its training methods and procedures from QL3, through QL4, to QL5 and beyond. This review has led to the '411 Vision', the principles of which are due to be incorporated into training in 2005/2006.

The '411 Vision' champions the systems approach to training as opposed to teaching maintenance techniques for specific vehicles. It utilizes the complete spectrum of standard and modern training aids, which include: 3D computer modelling, cut away models, system boards (e.g. air brake and hydraulics), distance learning, and of course vehicles (principally LAV III and

TLAV). It advocates splitting training into more flexible 'modules' and providing support for a standardized QL4 program. Ultimately, this transformational approach will ensure that more effective training will be delivered where and when it is best needed using the most appropriate tools available.

The '411 Vision' aims to better equip Vehicle Technicians of today and tomorrow, both Regular and Reserve, to face the challenges that lay ahead. For more information contact Maj Colin Evans, OC Vehicle Company, CFSEME (Borden local 2251) or MWO Mike Laramée, STI 411, CFSEME (Borden local 3914). More details will become available following the review of the Vehicle Technician training during the April - June 2004 time frame. Watch for an update in Issue #2 2004.

# THE AFGHAN RECOVERY DANCE (AN INTERESTING RECOVERY TASK)

By: Maj C.A. Moore, G4 Kabul

Actually, the title is somewhat misleading, in that the recovery task itself was not at all that interesting. A Coyote, stuck in a hole, pulled out by a couple of Bisons. What was truly interesting was the location, the manner in which the vehicle became stuck, and some of the activity that was occurring on the sidelines. To give a bit of background...



In the early morning, a group of vehicles and personnel representing the Kabul Multinational Brigade Headquarters set out on a reconnaissance mission to the city of Surobi, in the Eastern part of Afghanistan. The route selected to go to Surobi took the recce party along the Jalalabad (Highway 1) road, one of the main routes connecting Pakistan to Afghanistan. To say that the drive there was challenging and interesting is an understatement. The road is twisty, steep, broken, rutted, and narrow all in all one of the most interesting and beautiful routes in the area to travel.

Several hours of travel culminated with the arrival at the destination. En route were traffic jams, near misses, and encounters with every mode of transportation from four legged to eighteen wheeled. The journey was a true credit to the skill of the drivers and the technicians who had prepared the vehicles.

For the return journey, in keeping with good logistic principles, the decision was made to check out the alternate route, Highway 119, a route less frequently travelled (even by the locals) and for good reason. The Engineer Recce Officer developed a six letter (unrepeatable) acronym to describe the road, which loosely translated into "highly suitable for camels". Unfortunately, before a decision is made to never to do something again, it has to be done once. Bottom line is, we will not be using this route for replenishment traffic anytime in the near future.

Early into the return journey, the lead Coyote discovered that the roads were not in the best of condition. In travelling along what appeared to be a satisfactory road, the vehicle broke through the surface and ended up in the position seen in the picture. Since the trail party with the Bison mobile repair team was an hour behind this packet, Sergeant Kearney, an MSE operator working with the Canadian National Support Element took charge. With a lot of words of encouragement from a group of staff officers and close scrutiny from the one Maintainer in the crowd, Sergeant Kearney, using tow cables and the two Bisons, was able to extricate the casualty. With time, the MRT, crewed by Corporal Heffern and Corporal Collins, arrived to inspect the Coyote to certify it fit to carry on.

The recovery itself was not that exciting. What was interesting can be seen in the other picture. As the group of soldiers was contemplating their stuck vehicle, a group of Afghans arrived at the scene. After a quick survey of the scene, the Afghans offered expert advice through the KMNB translator. "The problem," they stated, "is that your vehicle is in the hole!" Their first reaction was to offer to help push. Once that proved to be a non-starter, a considerable amount of "expert" advice on how to position cables and the like was offered. When they finally accepted that we knew what we were doing, out came a drum and as a group they started to dance. Given the language barriers, there remains some debate as to whether the dance was performed to assist in the extrication of the vehicle or merely as a form of entertainment. However, from the perspective of the Maintainer on site, the decision was made that the dance was specifically to assist in the recovery, and in KMNB circles, this photo has become known as the Afghan Recovery Dance. Perhaps a new PO is in order for our Veh Tech training?



## 4 AIR DEFENCE REGIMENT HQ & SVCS BTY, 210 AD WKSP

By: WO J.G.D. Boucher and Sgt S.A. Barnes, CFB Gagetown

**4** AD Regt has equipment in three different geographic locations across the country. Because of this, the maintenance organization at the Regiment is a bit different from what you may be used to seeing. Firstly, we have to provide integral support to all of our fleet of vehicles and equipment. Secondly, we have to provide close support to our Air Defence Anti Tank System (ADATS), Twin Gun 35 mm and Sky-Guard including national support for the Javelin. We perform our own second line repairs to the Prime Mission Equipment, this is the major difference when we are compared to other organizations. Finally, we have to support CTC Gagetown when they are running an Air Defence Course.



MCpl Lapointe (Wpn Tech) is working on an HPS module of an ADATS

In order to maintain this amount of specialized equipment in the various locations, we have 1 Vehicle Technician with 119AD Bty in Moncton, 4 EME Technicians in Det Cold Lake and finally 36 EME Technicians/Officers in CFB Gagetown.

### OUR CURRENT SITUATION

Until April 2004, we are supporting the Artillery School with the DP1 course (QL3 Air Defence) and an ADATS Det Commander course. After this, we will be conducting Levels Two and Three training with a final exercise (Level Four) of 20 days at the CFB Gagetown training area. Immediately following that we will be preparing for the Regimental Change of Command in July, followed by summer block leave. After the leave period, we will go directly into EX PERFECT KILL (Air Defence Gun Camp) at CFB Suffield.

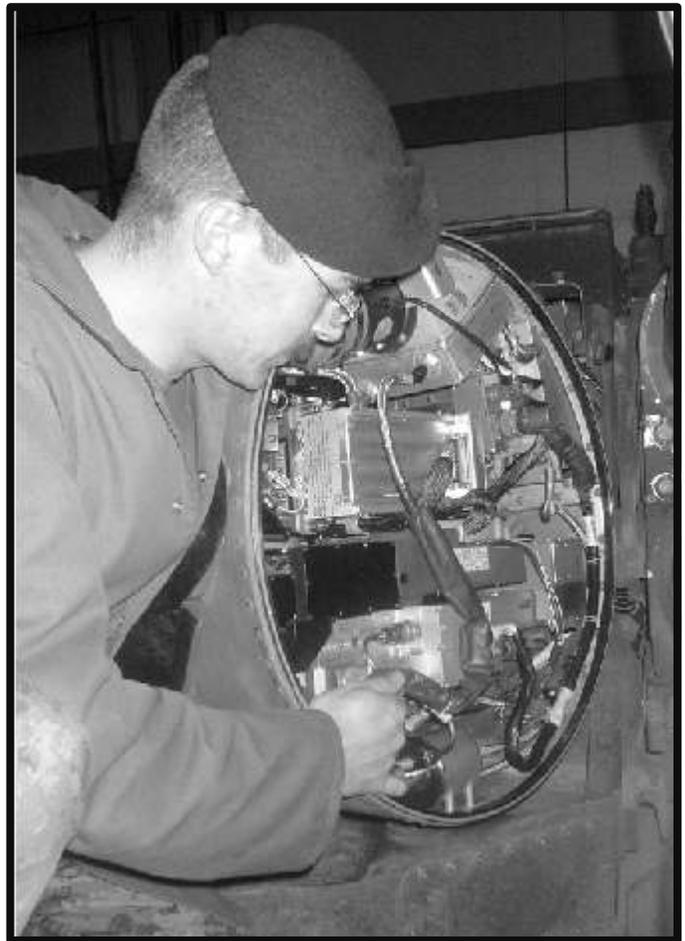
### OUR FUTURE

The key word is "change" concerning Air Defence. There is planning being conducted to move the Regiment out west to join 1 CMBG in Edmonton, but no firm decision has been made as yet. When and how it will happen, we do not know, but for sure, we can say that it will have a big impact on our maintenance organization.

4 AD Regt will also permanently deploy 4 ADATS to CFMTC Wainwright in September 2004. This opens new challenges on how to best maintain this equipment, once it has moved there. Furthermore, it has been decided the Twin Gun (35 mm) and the Sky-Guard will most likely be permanently taken out of service by 2005/2006. The Air Defence will then consist only of the ADATS and Javelin.

Like many other EME organizations, we are short of technicians in every trade, and it is a real challenge for the technicians to maintain this labor-intensive equipment. Our LCIS Technician, MCpl Thompson just returned from OP ATHENA, with the ISAF in Afghanistan. MCpl Wilson (FCS Technician) is currently serving on OP PALLADIUM in Bosnia and finally MCpl Petitpas (FCS Technician) is serving on OP DANAKA, in the Golan Heights.

Arte et Marte



MCpl MacDonald (FCS) is working on the EO module of an ADATS

## EME BEST CRAFTSMAN AWARD

By: Rae Joseph, Public Affairs Officer Central Region Air Reserve/1CAD

The Electrical Mechanical Engineer Association's Best Craftsman Award recipient may don the green uniform, but he's been true blue since 2002.

This award, which Reservists are eligible to win, was presented to Air Reservist Cpl Lance Stewart of North Bay during the Wing Logistic parade held 28 Nov 03, but the goods news arrived several weeks earlier from LGen K.R. Pennie, Chief of Air Staff.

"The General invited me up in front of everyone and congratulated me," he said. "At first I was kind've dumbfounded, but then I thought the award could've been given to anyone in the shop. I watch these guys day in and day out do extraordinary things. And it's my belief, compared to their civilian counterparts, they're second to none!"



Cpl Stewart, though born in Toronto, has called North Bay his home since he was 11 years old. He joined the Canadian Forces in 1981 as a Veh Tech and spent his military career in Borden, Trenton, with 408 Tac Hel Sqn, Edmonton and with 2 PPCLI, Winnipeg. "I got out of the military in 1994, but was still connected because my wife Carol is also in the CF" he said adding that he had updated and maintained his mechanical skills in the civilian sector. "I never found the professionalism I left in the military and that's a fact."

In 2002, his wife's career brought them back to North Bay. That's when MCpl Stewart enrolled in the local Air Reserve flight and has been at WEME since.

He admits tinkering with automobiles or anything mechanical was bred into him at an early age. "I came from a family of tow truck drivers so my interest started at a rather young age," he smiled. Another passion of his is computers, and he will be the first to call himself a 'technology geek'. "I love working with computers – discovering the technology, but it can't move fast enough for me," he said. According to WO Barry Westholm, Control Officer at WEME, he nominated Cpl Stewart for the award, partially because of his information technology, computer systems and software expertise. "He is the go-to person with any new technological questions or problems," said WO Westholm, who noticed Cpl Stewart's skills and vast knowledge just shortly after arriving this summer to WEME. "Cpl Stewart stands out in my mind as the most technically capable person I've ever met."

As he prepares to leave his wife and eight year old daughter Sarah for the Golan Heights in Feb 04, this award has given him new focus – though still humble. "I am honored to receive such an award, but really anyone at my unit also deserved it," he said.

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## REMEMBERING OUR VETERANS

By: MWO D. Harbak, 1 ASG HQ Edmonton

On EME Day 2003 Edmonton Garrison was honoured to have as its Guest of Honour Mr. Shierlaw Burry, an Armourer and Veteran of WW II. Mr. Burry came to the attention of MWO Doug Harbak through an article in the Western Sentinel. MWO Harbak coordinated efforts to have Mr. Burry brought to the Garrison as our guest. He gave an entertaining speech to the troops recalling his days of service during the war. After his speech, Mr. Burry spoke individually to many of the soldiers passing on his experiences and humorous anecdotes. As a token of appreciation and respect, Mr. Burry was presented with an engraved 105 mm shell casing produced by Cfn Moser from 1 GS Bn Field Workshop.

More on Mr. Burry in the next Journal.



## WHO'S WHO CHALLENGE: RCEME TO EME AND STILL SERVING

**G**rab your last issue of the EME Journal (Issue #2 2003) and turn to pages 16 - 19. Simply match the numbers below, with a name from that article and send it to: [EMEJournal@forces.gc.ca](mailto:EMEJournal@forces.gc.ca). The deadline is 6 August 2004. Good luck.



In my last message to the Branch, I presented a draft version of the EME Campaign Plan Framework. At Bluebell 2004, I will present our current version, which will drive our priorities over the next few years. I welcome any input that Branch members may have with this Campaign Plan. In February 2004, I had the privilege of briefing the CLS on our successes over the last year as well as some of our concerns. We had successes in manning, training, with the Reserves, and with LEMS. Our manning numbers continue to improve due to the Annual Military Occupation Review process, and the good work being done by CFSEME and CFRG. Although some of our occupations are "Green" meaning healthy, some of the ranks within those occupations are still "Red" meaning unhealthy. We have seen much progress on the training front with the rationalization of the Vehicle Technician training. We need to rationalize our training based on the current needs of our customers and modernize it into blocks that can be delivered via electronic learning means. We also need to standardize our QL4 training. On the Reserve front, we have staffed to the PM LFRR our vision of a "Viable EME Reserve," which is being used by the ASR team.

The Branch remains concerned about the delay in the Managing Authority transferring from CFSTG to the Army, mainly because CFSTG is moving forward with new training concepts which will have a major impact on the way we train our soldier-technicians, among many other issues. ADM (HR-Mil) transformation is also having a major impact on the way the Branch is/will be managed.

From a LEMS perspective, the National Military Support Capability I discussed in Issue #1 2003 was delayed due to funding constraints, however it has started up again and is beginning to gain some speed. The Material Acquisition and Support Information System implementation has been delayed as well due to funding constraints, but the Branch remains ready to support this important equipment management initiative when funding becomes available again.

Army Support Restructure will implement a better structure that will improve support services delivery and force generating CSS troops. One Branch concern is the balance between training and maintenance. We need to ask ourselves what is the impact on equipment?

Whole Fleet Management should provide a better ratio of equipment to soldier leading to better operator maintenance, however we must be cognizant of the following: loss of ownership of equipment could lead to poor operator maintenance and lack of respect for equipment; maintenance of Log Stock and Op stock; requirement for high level of serviceability of equipment in order to allow for maximum training time and need to revisit levels of maintenance.

The TLAV Life Extension project is progressing and the MTRV problems mentioned previously have been overcome. Final testing of the recovery system at CFSEME in December last year produced some excellent results. The winch and upgraded spade anchor have proved to be very effective. A plan is in place to conduct further trials of the MTRV, to include the carriage of the LAV III Power Pack, during the spring of this year. A design for a Power Pack carriage frame will be identified during the trials. Progress for placing contracts to build the new WLAV support variants has been slower than expected and the AVGP LE cost currently exceeds the budget available. Options to reduce the cost are being looked at by DLR and the project team with advice on MRT issues from DLERM 4. The option to re-role an additional 29 Bison into the 1<sup>st</sup> Line Veh MRT role has been accepted, so all Huskies will be replaced in the future by more capable Bison vehicles. The MLVW replacement project, called the Medium Support Vehicle System, is coming on line. Early work to draft the Statement of Operational Requirements for replacements of the MLVW MRTs, 12 and 14 foot shelters and their associated trailers is being done by DLERM 4. Working Groups to discuss and develop the requirements will be taking place over the coming months and your participation is strongly encouraged if we are to develop a capable range of mobile maintenance facilities for future use by the Branch. Innovative solutions to improve the management of tool kits and their checklists are being followed in an effort to regain the initiative in order to better manage tools and better equip our soldier-technicians.

The Branch is reacting to numerous transformation processes but our intent is to regain the initiative by anticipating the changes in support requirements; being active in transformation activities; enhancing EME strengths as enablers to sustain combat function and ensuring a coherent transformation of EME and LEMS (LEPM) in line with Army strategy. No matter what the end state of the Army or the CF, the EME Branch has, and always will remain relevant no matter the structure.

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## **LAST POST**

Warrant Officer (Retired) George Levesque - 10 August 2003  
Chief Warrant Officer (Retired) Wilson (RCME) - 18 September 2003  
Warrant Officer (Retired) Trevor "Trapper" Allen - 16 October 2003  
Sergeant (Retired) Oran Campbell - 9 November 2003  
Colonel (Retired) Yves St-Laurent - 7 December 2003  
Corporal (Retired) John and Jean Naumann - 13 February 2004  
Sergeant Serge Giguère - 20 March 2004