



EME Journal

Issue 2/2006

The Magazine of the Electrical and Mechanical Engineering Branch



RG 31



EQUIPMENT: NEW AND OLD



National
Defence

Défense
nationale

SUPPORT
OUR COMPANIONS
IN AFGHANISTAN



page 2

Equipments



The theme for this issue of 'EME Journal' is equipment new and old. The RG 31 represents one of the new equipments as result of the army's call for an APV capable of counteracting the IED threat. Given its predecessors notable performance in Bosnia, the RG 31 was selected, procured and delivered to the operational theatre along with the requisite support in the impressive time of approximately 6 month. The success of the deployment of M777 Howitzer was equally impressive.

Each stands as a testament to the determined commitment, fortitude and resourcefulness, of the men and women of our Branch who ardently accept any challenge in respect to the CF's equipment support.

As far as the second part of the theme (old equipment) you will grasp the full meaning of the term 'old' in the following pages.



EME Journal

The Magazine of the Electrical and Mechanical Engineering Branch



Branch Formation: 15 May 1944
Branch Motto: Arte et Marte
Branch Patron Saint: Saint Jean de Brébeuf
Branch Colonel Commandant: Colonel (retired) J.G.G. Nappert, CD
Branch Advisor: Colonel D.L. Wingert, CD
Branch Chief Warrant Officer: CWO A.C. Dalcourt, MMM, CD

Production Team

Editor-In-Chief: Colonel D.L. Wingert, CD
Managing Editor: Colonel T.J. Temple, CD
Editor: Major B. Durand, CD
Branch Information O: Lieutenant K.V. Grygoryev
Production manager: Captain Y. Akbari
Infography: Mr. R. Saillant
Editing Team: Mrs. L. Ouimet,
and Mr. K. Randall

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Call for Articles Edition 1-2007

The theme for the next issue of the EME Journal is ***EME in the Community.***

We invite you to send us your stories relating to the theme (max 800 words). It is preferable if your article is accompanied with pictures. Personnel should be identified in all cases, with captions by rank, initials, surname, trade and unit. Please do not paste the photos in the MS Word documents, send pictures as a separate file (JPEG format, 300 dpi).

The deadline for submitting your articles is postponed to 12 January 2007.

The Journal staff reserves the right to modify the texts according to the available space.

Internal E-mail: +EME Journal@202DA@Montreal

Arte et Marte

Branch Advisor's Message

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



The editing staff at 202 Workshop Depot tell me that, while the theme of this edition of the EME Journal is not

Saskatchewan, nonetheless it is about "Equipment New and Old" which were and are procured, maintained and used by proud Saskatchewanian in the Canadian Forces.' Hum. Are they suggesting since I am not new that I am old? Or, are they referring to Col Jestin? What was the name of that new Captain at 202 Workshop Depot who was looking for a posting North?

I may have not seen as much old equipment as Colonel Murray, but I have seen some old stuff in my times and I am not writing about my several recent visits to the Canadian War Museum. In fact you can probably see some pretty old equipment, similar to what we had in the Canadian Forces, by cutting the grass around my homestead South of Regina. As an example, if you need some parts for a 51 Chevy or a 54 Plymouth, I know of a few runners that are parked somewhere near our farmhouse. The problem is to find them (and they don't even have cam nets).

Reference the Canadian War Museum, you have to visit the museum soon. I challenge you all to take at least a half a day when you have the next opportunity. Can you find the EME memorabilia? I have even been told that there is a picture of someone that looks like CWO Dalcourt from that war in Korea (is it him?).

As for the new equipment, we have done some pretty incredible work recently. Obviously, the deployed technicians are earning great praise, maintaining the Land Equipment in pretty scary situations. Even our newer equipment is taking a beating in operations and with our help it is still going and going. Watch the news and the odds are that you will see the proud technicians in the middle of where the action is. Even on the closer to home front we are facing an incredible operational tempo whether it is at the school or on a base on the island, in Manitoba, down home or any other exotic part of Canada. I do not know of any workshop that is on banking hours, and in Ottawa, the engineering officers, senior technicians and public servants are doing some incredible work buying or re-engineering some exciting new equipment. Who would have thought we could buy and deploy high technologically advanced weapon systems in months, and do it right?

I have had the chance to visit some of the bases and units in Canada this year and I have learned that some things do not change despite our new or old equipment. For sure, you have not changed. You are 62 years young and still as peppy as ever. Now if I could only fix the things (processes, manuals, tools) you are telling me that have been broken for the past 62 years, we will be laughing.

Arte et Marte

Support our companions

Who better than we, the members of the military, know what it is to take up arms for the good of our country. We know what it means to be far from home in hostile territory having left family and friends far behind. Therefore, as long as we have operations in Afghanistan the EME journal will be displaying the yellow ribbon as a sign of our support for our companions participating in missions.



The yellow ribbon is the universal symbol wishing all soldiers return home safe and sound.

Let it be.

Branch Chief Warrant Officer's Message

By: CWO Dalcourt, Branch Chief Warrant Officer



It is no wonder that St Jean de Brébeuf is our Patron Saint. Although he was a missionary,

he was also an accomplished craftsman. Back in the 16th century, he used primitive hand tools to build and repair everything required to survive in a dangerous environment. Today we use high tech tools and test equipment. What made him special then is also what makes today's craftsmen special; leadership and courage in the face of danger, innovative minds, drive, integrity, dedication, and loyalty.

Our newest vehicles are not easy to recover. The hook on the back of the old five ton wrecker and a few chains is all we needed twenty or more years ago to move a deadhead from point A to point B. We all know that the LAV III cannot be recovered in the same way. Recovery of this vehicle by flatbed in operation theatres such as Afghanistan has proven very difficult. As usual, deployed Branch personnel are making it happen in spite of these

difficulties, and they will have to continue to do so until the CF procures a new recovery vehicle/system for the LAV III. Meanwhile maintainers also continue to impress users by displaying our ability to recover not only land equipment but air equipment as well, ie, a C130 Hercules aircraft ditched in the snow off the runway in Alert, and an Unmanned Airborne Vehicle (UAV) which had "landed" outside the Kandahar camp.

On another note, recently I finally broke down and acquired a Blackberry. These days it is almost a must have gadget when employed in certain staff jobs if you expect to keep up with the flow of information. So much for using the phone, memorandums or even a field message pad to communicate or take notes. Computers can provide an unlimited number of capabilities not available in the past. How did we manage? Even with these capabilities today we still do not have a good Land Equipment Maintenance System (LEMS) data collecting and producing computer program; one that is not time consuming to use by our technicians doing the hands on

work on the floor. DGLEPM is working hard at solving this problem by implementing the MASIS program in a way that it will be user friendly and will actually produce usable reports for the Branch and the CF. This program is presently being used by the Navy and 202 Workshop Depot, but improvements will need to be done before it can be used in Army and Air Force Workshops.

PS If you find a picture of me from the Korean War at the War Museum, you will most likely find one of Col Wingert from World War II.

Arte et Marte

RG 31 Arrives in Afghanistan

By: Cpl Jason Connors, NSE Maint Pl, Afghanistan

The arrival of any new equipment is always met with a lot of excitement. And this is particularly true in the case of the RG 31. Its story is virtually unprecedented in modern military equipment acquisition. The process of concept, decision, procurement and then delivery, directly from the factory in South Africa to an operational theater was done in a time frame that amazed even the most experienced soldier.

On 13 Mar 2006 the first of many RG 31's started to arrive at Kandahar Airfield, Afghanistan. The RG 31 is the big brother of the more familiar Nyala, which saw extensive use in Bosnia. With the Norwegian manufactured Kongsberg Protector Remote Weapons System (RWS) fitted on top there is no longer any need to have soldiers exposed out of hatches manning weapon systems. This is an advantage appreciated by all. The RWS has the ability to mount a .50 cal HMG, a C-6 MMG or a Mk19 40 mm belt feed grenade launcher and the system is augmented with 8 smoke grenade launchers to help when you need to "shoot and scoot". A day camera, thermal camera and a laser range finder round out the fire control system providing rapid

target acquisition and accurate engagement at truly impressive ranges. The whole weapon system is controlled by one user through a hand controller and an LCD screen. The body of this vehicle is made out of armour plating and has been tested to withstand a blast from 21 Kg of explosive: The common anti-tank mine contains 4 Kg of explosive. Attached to the outside of the vehicle are an 85-litre water tank and bins for storage. You can probably appreciate that in the event of a mine strike loose objects in the cab flying around could be more dangerous than the mine itself. The inside of the vehicle is fully air-conditioned and will accommodate seven soldiers and their kit. The RWS, along with the heavily armoured body of the vehicle, offers unprecedented protection against the very real threat of enemy action, IEDs and land mines. Ballistic windows all around allow the crew an excellent field of view and enable them to safely maintain situational awareness. This, coupled with the addition of firing ports in all windows, allows every member of the crew to aid in defending the vehicle.

With the arrival of this new vehicle there has been a steep learning

curve for both technicians and users alike. Courses for operators and maintainers were held as soon as the vehicles began to arrive. The steepest learning curve has been discovering the capabilities and limitations of the vehicle. To assist with the integration of the RG 31, General Dynamics Land Systems has provided a two-man team, Mr. Dave Mercer and Mr. Alec Manion, who are embedded within NSE Maintenance. Both these men are retired military so being with the EME isn't as much of a shock as it would be to the uninitiated. This team is responsible for the initial setup and acceptance inspections of all the new RG 31's. They will also be staying on for a full year to provide technical assistance with any operational or maintenance concerns. To date the RG 31 has had little problem with the adverse operating conditions endured in theatre including climate, terrain, and enemy attack. While it is having the usual hiccups of any new piece of equipment it is truly an outstanding addition to the Canadian Forces inventory. It has already saved lives and will continue to do so in the future.

Photos on the cover page

HLVW Service Life Extension Project

By: Capt Steve Barbosa, Project Officer 202 WD, Montreal

The Canadian Forces Heavy Logistic Vehicle Wheeled (HLVW) fleet has been in service since 1989. When these vehicles were acquired, their anticipated service life was 17 years. After conducting a study on the cost of replacing the fleet, the Director Support Vehicles Program Management (DSVPM) decided that the most cost effective option was to extend the operating life of the vehicles until 2019/2020.

To carry out this project, the Canadian Forces are calling on a combination of private firms and internal resources. The contracts for this project are divided as follows:

- The Tractor and Recovery variants (165) will be done by 202 WD;
- The Cargo variants (614) will be done by the Correctional Service of Canada (CORCAN).

Private sector firms will do the remaining 423 variants, which include Cargos (79), Water Tankers (8), Medium Floating Bridge Transporters, MFBT (66), Heavy Mobile Repair Teams, HMRT (18), Pallet Loading Systems, PLS (109) and Refuellers (143).

The HLVW service Life Extension Project consists of replacing the components that are affected by



age or operating environment. This includes repairing corrosion on the cab, chassis and all other vehicle subsystems. Non-destructive tests will also be performed on all components that are subject to high load and/or fatigue levels. Each vehicle will be dismantled and all brake lines, cooling hoses and hydraulic lines will be replaced. In addition to a service life extension, the tractor versions will be upgraded and go from 10-tonne capacity to 16-tonne capacity. A new engine and gearbox will be installed in each vehicle, and the rear and front suspensions will be modified to be able to carry the additional load. The project also includes completing an existing project that involves extending the chassis on the recovery variant.

This project had been started to correct load loss problems on the front-end assembly when towing heavy, suspended loads. The estimated work load for this project for 202 WD is about 135,000 hours.

The project started in 04/05. The period spanning 04/05 and 05/06 was used to make four vehicles, which are the preproduction units. These units were used to develop and implement the work procedures that apply to the rest of the project. Afterwards, a vehicle in each variant was used as a risk reduction unit. These vehicles were used to validate our work procedures and instructions. Production started in 06/07. The number of vehicles expected for

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C-130 Herc Overshooting Runway at CFS Alert

By: Sgt M.H. (Macky) Bartlett, Maint Coy, Gagetown



Digging out front landing gear.

A C-130 Hercules landed midway down the runway resulting in the pilot overshooting the runway by approximately 200 ft. The aircraft ended up with the landing gear buried to the belly directly between the Hilton Building 124 and a Twin Otter aircraft operated by OP Lorita. Fortunately all crew and passengers were unharmed.

The recovery occurred at CFS Alert on 25 April 2006 at roughly 10:00 hours and was completed by 18:00 hours that evening.

50,000 lb winches from the dozers to the base of both rear landing gears as directed by the Flight Engineer. After the dozers took up



D6 dozer hook up.

For the recovery, Cpl John Feltmate and myself, Sgt Macky Bartlett, teamed up with Transport Section to employ two D6 Dozers. The fuel bladder inside the aircraft was first off-loaded with our Bowser that left the aircraft at roughly 108,000 lbs. We hooked two

the slack, they were carefully driven ahead at the same pace resulting in the aircraft returning to the runway with no further damage. Total recovery time was roughly eight hours.

This was a combined effort by Maintenance, Transport, Aircraft Crew and the Fire Department. This aircraft was repaired and returned to service the following week.



Fire Fox maintaining a safe work area.



Aircraft back on the runway.

C14 .338 Lapua Sniper Rifle Armourer's Course

By: MWO William J. Martyn, DSSPM 5-4, Ottawa



The first C14 Armourer's Course was conducted in CFB Borden at the CFSEME Weapons Section 19th to 21st April 2006. This initial course was taught by Mr. Ross Spagrud of PGW Defense Technologies Incorporated.

The C14 is a state of the art sniping rifle that is renowned for its ruggedness and accuracy. Twenty weapons technicians from the infantry units slated to receive the C14 sniping rifle and the second line units who will support them attended the course.

This pilot course covered all the information necessary to keep the C14 serviceable at first and second line units, it also dealt with issues that will be handled at the factory such as bedding and barrel replacement.

The C14 will be replacing the C3A1 7.62 X 51 NATO sniping rifle currently in service, which has in various formats reliably served

Canadian snipers for over thirty years. This new sniping rifle is a quantum leap forward over the older rifle, doubling its effective range.

The C14's .338 Lapua cartridge started life in the 1980s as a long-range sniping cartridge for the US Navy. Though there was no commercial interest in developing this cartridge in North America,



Lapua of Finland undertook the task of researching and perfecting the round. During this development the cartridge was slightly shortened and the head (base) of the cartridge was strengthened. This cartridge was accepted by CIP (Commission Internationale Permanente) in 1989 as the .338 Lapua Magnum.

This cartridge is quickly gaining in popularity in the western world as the premier anti-personnel sniping cartridge, combining reasonable weight and recoil with great range. Canadian Snipers can expect to be able to engage a man out to 1,250 M with a 90% chance of hitting their target.

Since a sniping rifle is a system that relies on all its components to

make an effective package, the C14 has had a great deal of time and attention paid to the parts. These include the ammunition, telescopic sight, suppressor, drag bag, hard case, cleaning kit and a field maintenance kit.

The issue .338 Lapua cartridge fires a 250-grain full metal jacket

...continued page 30

Tracked Light Armoured Vehicles (TLAV)

By: Maj G.H. Edwards, Project Manager M113LE/TLAV EMT Leader, Ottawa

The first M113A1 vehicles were purchased by Canada in the mid-1960s. This initial purchase included the Armoured Personnel Carrier for the infantry and several

Paper on Defence to address a shortfall between the Army's requirement for light armoured vehicles. In 2000 a contract was awarded for the manufacture of

the Canadian Manoeuvre Training Centre in Wainwright.

The Life Extension Project is now in the last year of production with 180 vehicles completed. Four of the eight variants are A3s (A2 chassis, five road wheels): two basic M113A3 variants, the M113 MRT (FCS/Wpns) and the M577A3 Command Post. Four are "stretch" variants (approximately one metre longer, six road wheels): the basic Mobile Tactical Vehicle Light (MTVL), MTV Engineer, MTV Recovery and MTV Fitter (Integral/Close Support Vehicle Fitter).



M113A3 Wpns/FCS Mobile Repair Team

specialized variants. Additional variants were purchased, the original A1s were upgraded to M113A2 and further modifications were made for operations, resulting in over 25 different equipment configurations in service. For 30 years the M113 was the most common combat vehicle of the Canadian Army. To a generation of soldiers the generic term Armoured Personnel Carrier became the effective name of the fleet and any M113 variant was simply "an APC".

The M113 Life Extension Project was born out of the 1994 White

341 vehicles with an option for an additional 61 air defence variants. As with all equipment management activities in the Canadian Forces since the end of the Cold War, the M113LE Project has been impacted as the Canadian Forces adapted to the new defence environment. The project has undergone three scope reductions resulting in the current scope of 254 vehicles and eight variants. M113LE vehicles will be employed in each Regular Force Brigade, some LFAA units, the Combat Training Centre in Gagetown and

The Life Extension vehicles are a combination of the old and the new. In some respects the Project reproduces capabilities that existed in the A2 fleet; for example the M577A2 "Queen Mary" Command Post is replaced by the M577A3 Command Post and the A2 recovery variant (ARV(L)) is replaced by the MTRV. At a distance the casual observer would be hard pressed to tell the difference between the old and new versions of these variants. However other than the hulls, limited parts are reused in the conversion from A2 to A3/MTV variant. The new vehicles possess

Tracked Light Armoured Vehicles (TLAV)

a Detroit Diesel tuneable (300, 350, 400 hp) engine, new suspension, fuel and electrical systems, and a new track. The vehicles have a maximum speed of 66 km/hr. An

a C6 or .50 calibre machine gun on a pintle, which requires the crew commander to be exposed to operate it. In order to improve protection, two different



Mobile Tactical Vehicle Recovery

A3 can climb a two foot obstacle and a MTVL can climb a three foot obstacle. Maximum trench crossing is 66" and 86" respectively.

One of the factors influencing the development of the Life Extension vehicles was the need identified from operations in the Former Republic of Yugoslavia for better crew protection. The vehicles therefore include structural improvements to provide improved mine blast protection as compared to the M113A2; and a mine blast kit and ballistic protection package will be available. The M113A2 mounts

approaches have been used on the new vehicles utilizing both proven in-service equipment and new technology.

The turret from the AVGP Grizzly which has been in

service since the 1970s has been migrated onto the TLAV chassis and 105 M113LE vehicles, both A3 and stretch variants, now use the modified and renamed "1 Metre Turret". This provides the crew commander a protected position from which to fight using either the .50 cal HMG or the C6 LMG mounted on the turret. As well, an Israeli designed Remote Weapon Station has been purchased for use on the TLAV FOV and the LAV III Engineer variant. 78 TLAV have the RWS installed on them. A further 38 TLAV variants are configured as Fitted For Not With

(FFNW) allowing a RWS to be installed on the vehicle if redistribution is required for operational reasons. The RWS mounts a C6 LMG with a 220 round ammunition box. Using either the day camera or thermal imaging camera, an LCD screen and joystick, the crew commander can engage targets from the protection of the vehicle without exposure.

The Army is working to identify all non-essential roles currently filled by M113A2s and is removing these vehicles from the field. In the next few years this portion of the fleet will be significantly reduced. However the new generation of the TLAV FOV is a highly capable vehicle which uses new technology to drastically improve performance while leveraging the proven advantages of a track system such as cross country mobility and weight carrying capacity.



Mobile Tactical Vehicle Fitter

Can the Iltis Sleep in Peace?

By: 2Lt Guillaume Moreau et Lt Nasser Krizou, 5 Bn S du C, Valcartier

The Iltis was introduced to the Canadian Forces in 1985, where it was used as a means of light transport for tactical purposes. This vehicle, inspired by the Rabbit and Fox vehicles, was designed in Germany by Volkswagen and Audi with the intention of producing a light all-terrain vehicle adapted to the military lifestyle. Its four-wheel drive system, the precursor to the Audi Quattro system, earned it first place in the Paris-Dakar Rally in 1980.

The Canadian government purchased the rights to the Iltis and Bombardier

Canada produced the 2,500 vehicles used by the Canadian Forces until 2004. Its advanced age, poor protection against antitank mines and open cab, which increased the risks faced by its occupants in suicide attacks, raised many questions as to the suitability of its use in Afghanistan. The process to change the Iltis started in 2002. In October 2003, the Forces signed a contract with Mercedes Benz Canada to produce

the 802 G-Wagon and in March 2004, the first 60 vehicles were delivered in Afghanistan.



Development of the G-Wagon started in 1972, with the goal of creating an all-terrain civilian vehicle that met military requirements. The designers therefore put more emphasis on the functional aspect than on esthetics. To date, more than 60,000 G-Wagons have been produced for military use around the world. The armies of many countries have them, such as Germany, Argentina, Norway,

Hungary and Denmark. The Canadian model is more specialized than that of the other armies and comes in three

variants: a basic version, a command and reconnaissance version, and a version for the military police.

Acquiring 2,500 Iltis vehicles came to CDN \$68 million. To replace them, the Canadian government spent \$49.7 million to purchase 861 MilCOTS and \$211.4 million for 1,159 G-Wagons and 160 armour protection kits. The Canadian government chose a very attractive vehicle

that makes the soldiers proud while also making them feel safe, but at what price? The purchase price of the product is exorbitant and parts are even more expensive. In addition, the parts supply system is not yet up to speed, causing delays and problems for maintaining the vehicles. In practice, the G-Wagon's high centre of gravity greatly increases the risk of rolling on sloped terrain. This situation, which is very dangerous for the

Can the Iltis Sleep in Peace?



vehicle's crew, has occurred numerous times during exercises. Many would have preferred to see the Hummer, produced by General Motors and used by the American army, replace the Iltis. The model was well established in the US, its performance in the field was known and, to kill two birds with one stone, it could have replaced the LSVW, another Canadian vehicle. Using a single platform would have made managing parts much simpler, especially during

deployment. But this was not in the scope of the project to replace the Iltis since the LSVW was far from reaching the end of its expected life. The narrowness of the G-Wagon compared with the Hummer is an advantage in the new reality of urban warfare. Furthermore, our operating methods are different and it is sometimes useful to stand out from our neighbours to the south when we are outside the country.

The Iltis lacked power and was too small to transport personnel and their equipment. In addition, it ran on gas, which caused logistics problems. The Iltis was a viable solution for conventional conflicts, but is no longer suited to asymmetrical warfare. Despite an incredible price tag, the G-Wagon corrects several shortcomings of its predecessor, and with its armour plating, is well equipped for today's conflicts. Good night Iltis, and thank you for many years of fine service.

The EME Branch Kit Shop

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We Look After Our Own

By: Col (Ret'd) Murray Johnston

Getting the LaRose family to the Golan has been a tremendous initiative and example of EME Branch esprit de corps. Fortunately it is not an isolated incident. The EME Branch really does look after its own.

Since the Korean War, four members of the EME Branch or its predecessors have died while serving on UN peacekeeping missions. Their names are included in the EME Honour Roll and the Book of Remembrance in the Memorial Chamber in the Parliament of Canada. Coincidentally, all four are commemorated on the Memorial Cairn in the Golan Heights.

When the Special Service Medal (SSM) was initiated in 1991 the next-of-kin of deceased service personnel who had served on certain missions such as the NATO Standing Fleet were eligible to receive it. When the Canadian Peacekeeping Service Medal (CPSM) was initiated in 2000 the same applied for next-of-kin of deceased service personnel who had served on peacekeeping missions. In 2001 the United Nations inaugurated the Dag Hammarskjold Medal to be given to the families of persons killed on duty while serving as a member of

a United Nations peacekeeping mission.



Presentation of the Roster Medals at the RCEME-Apprentice Reunion in 2003

The search for eligible next-of-kin for these three medals, however, revealed that in the cases of the four EME soldiers, Memorial Crosses or mission Service Medals had not previously been awarded to their next-of-kin. So it was up to the Branch to locate the families and to get the medals authorized. Searching for them was a hard struggle but a rewarding experience. By November 2003 all of the four families had been located and presented with their medals. Here is a run down of the results.

Craftsman Dale Roster and Corporal Joseph Albert were killed November 19th, 1961 while serving as a members of United Nations Emergency Force 1 (UNEF1) in 56 Canadian Infantry Workshop RCEME. The vehicle in which they

were returning to the Workshop that night was hit by an Egyptian truck, which had no headlights and was travelling on the wrong side of the road. They are buried beside each other in the Commonwealth Military Cemetery located in the Gaza Strip in Israel.

Craftsman Roster's father had served in the Canadian Army during World War Two but had died soon after. When her son became a teen-ager his mother was wondering what to do with him when his cousin, Sergeant Roster (Ross) Morrison a RCEME Vehicle Mechanic, suggested that Dale join the RCEME Apprentice-Soldier program. He did and soon after graduation from the program he was posted to the Middle East. His mother died heartbroken soon after he was killed.



Presentation of the Albert Medals in Gagetown in 2003

Since his medals could only be issued to his next-of-kin who were both dead, it was arranged for his



Presentation of the Edwards medals in Winnipeg in 2003

CPSM, UNEF1 Medal and his Mother's Memorial Cross and Dag Hammerskjold Medal to be issued to his cousin, Sergeant Morrison, on the understanding that they would be donated to the EME Branch Honour Roll. So in September 2003 during the 50th Anniversary Reunion of the RCEME Craftsmen-Apprentices the medals were presented to Sergeant Morrison. That reunion and the medals' presentation were organized by Warrant Officer (Retired) Tex Leugner, who had been Craftsman Roster's Apprentice-soldier classmate. On EME Day 2004 Sergeant Morrison presented the medals to the EME Heritage Collection where they are now mounted on the wall beside the EME Honour Roll in a special

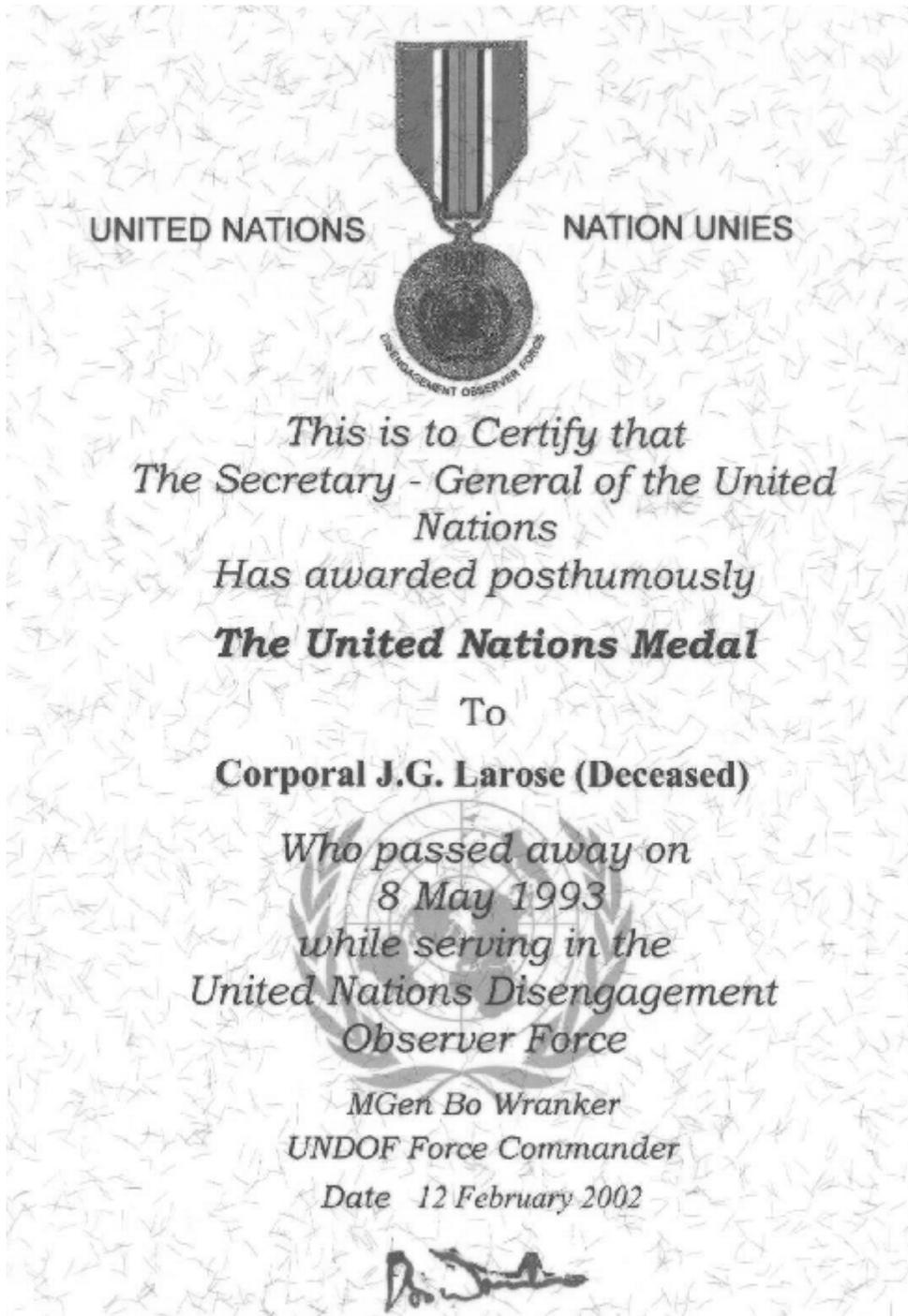
container designed and built by the Halifax EME Workshop.

Corporal Albert was a World War Two RCEME veteran who was in Gagetown when he was posted to UNEF1. After his death his family continued to reside in the area. In November 2003 at a special ceremony in Maintenance Company in Canadian Forces Base Gagetown, his CPSM and his widow's Memorial Cross and Dag Hammerskjold Medal were presented to her and their two sons. After the ceremony Mrs. Albert asked to see her old PMQ. Seeing it again after so many years re-kindled many old memories for the family. Before they left the camp they posed for a photo with a group of current Craftsmen beside a newly refurbished M62 Wrecker, the type of wrecker her husband had used. After so many years they had not been forgotten.

Corporal Neilson Edwards died on December 24th, 1974 while serving as a member of 74 Canadian Service Unit in the UNEF2. He is buried in St. Peters Cemetery in London, Ontario. In March 2003 his CPSM and his widow's Memorial Cross and Dag Hammerskjold Medal were presented to her by Colonel D.C. MacLennan, Commander 17 Wing Winnipeg.

Corporal Greg LaRose died on May 8th, 1993 while serving as a member of the United Nations Disengagement Observer Force (UNDOF) in the Golan Heights. He was a former sailor with many years' experience at sea as part of Canada's NATO fleet and was a very popular member of the Golan Maintainers. When he died his colleagues named the camp sports field, "LaRose Park" in his honour. A few years later at the millennium the park was refurbished and an old wrecker, one that had made the original trip up from Egypt in 1974 was resurrected from the "K-Mart", refurbished and placed near the sports field and named "Rosie". At the same time the entrance to the park was refurbished and his widow, Sonia, provided souvenirs for a special display in the Maintainers Lounge.

Corporal LaRose is buried in Hampton, Nova Scotia. Through an error none of the five medals - CPSM, SSM, UNDOF Service Medal, Widow's Memorial Cross and Mother's Memorial Cross - had been awarded to his family. In March 2002 in a ceremony in a Halifax High School these medals were presented to the family in an emotional ceremony in front of the



Certificate of posthumous award of the UNDOF medal in 2002

students. At Bluebell 2003 the family's Dag Hammarskjold Medal was given to CWO Floyd MacLean who later presented it to Cpl

LaRose's widow in her home.

Throughout all of this Sonia LaRose has steadfastly asked that she and her two daughters, Tarah

and Ashley, be given the opportunity to go to the Golan, see where he lived and died, and with that, get closure. A previous attempt to do that was initiated in 2000 but was not successful. Now as the Canadian tenure in the Golan has drawn to an end, the last team of Golan Maintainers crafted a successful project to do just that. I congratulate them for their leadership in this. I also congratulate the Branch for its strong support in this project.



This project was generated at the Craftsman level. It and others like it in EME workshops across Canada as well as the efforts to get the medals to next-of-kin demonstrate our strong EME Branch esprit de corps in looking after the families of fallen comrades.

More importantly, as I have seen in the cases of these four families, the EME family should take pride in itself in the way that we look after our own.

Home Town Hero Master Corporal Colin Price a.k.a. "MacGyver"

By: MWO Earle Eastman, ET Op ARCHER, Afghanistan

Canadian soldiers based out of Edmonton AB have now replaced their American counterparts on the front lines in Afghanistan. A half a world away, day and night troops are battling as much with the cruel environment as with the Anti Coalition Armed Groups (ACAGs). Within the Canadian National Support Element (NSE), one soldier has already distinguished himself as an example of ingenuity and resourcefulness in the face of desperation.

Master Corporal (MCpl) Colin Price joined the Canadian Forces in 1988, initially as an Infanteer with 3rd Battalion PPCLI. After eight years with the Regiment and two tours to Croatia, he transferred to the Electrical and Mechanical Engineering Branch as a Vehicle Technician and while MCpl Price is now a crew chief in a Mobile Repair Team (MRT), he has not forgotten the importance of a soldier's equipment to the soldier.

In the late hours of 17 February 2006 while traveling south of the El Bak area of the Shah Wali Kot district, Kandahar Province, Afghanistan, one of the command vehicles of Task Force ORION suffered a catastrophic power loss. With the vehicle and crew now disabled and vulnerable miles from

a secure area, MCpl Price was dispatched as a recovery expert to the scene with Corporal (Cpl) Darren Stiles. After arriving at the site, both soldiers worked diligently for over four hours overcoming a myriad of obstacles; the location was poorly suited for recovery operations, it was raining throughout the evening and essential pieces of equipment were absent. The operation was ultimately salvaged by MCpl Price's on-site fabrication of an air slave system out of two tire inflation hoses, enabling the load and subsequent recovery of the casualty vehicle.

For his drive, determination, initiative and mission focus, MCpl Price was awarded the Roto 1 NSE Commanding Officer's first commendation. He and Cpl Stiles, who received a similar commendation on his return from leave, have set a benchmark for

recovery operations and earned praise from their peers as well the Commanders of the Task Force.

If asked to identify the Commander of the disabled vehicle, MCpl Price would tell you that it is strictly against the recovery code. MCpl Price served in Afghanistan in Maintenance Platoon as part of the National Support Element.



Out with the Old, In with the New

By: Cpl J.E.H. Simms and Cpl H.C. Tucker, 2 RCHA, Petawawa

During exercise FINAL HURRAH in April 04, 2 RCHA said its final goodbyes to the M109s. The last M109 retired on 25th Feb 05 at 1 RCHA in Shilo. The last gun to fire now rests as a museum piece along Menin road at CFB Petawawa.



Farewell to the beloved M109

The 76 M109s served the CF well since 1971. With a maximum range of 18 km, a 155mm projectile, and a top speed of 53 km/hr on roads, it was a very effective self-propelled weapon.

The phasing out of the M109 left a huge void in the CF's Artillery capabilities, which is now being filled with the recent purchase of 6 state of the art M777s.

The BAE Systems M777, also known as Lightweight 155mm howitzers, were put into service

within a 6-month period. This is almost unheard of due to the amount of research and development that is required to implement a new piece of equipment. The initial issue of M777s went to 1 RCHA in Shilo in order to prepare that unit for

deployment to Afghanistan as Task Force Afghanistan (TFA), Roto 1.

2 RCHA received the guns in Feb 06. It was actually quite humorous to watch the arrival of these new guns from

the sidelines, as all the Gunners, both young and old, grovelled at the presence of this new monster. It was quite amazing to watch as three small guys lifted the barrel up off the pintle hook and just held this Howitzer in place without so much as a bead of sweat. The M777 is boasted to be half the weight of other towed howitzers in its class due to the extensive use of titanium. It actually has a production weight of 4,175kg (9,205.88 lbs).

During FCS Section's In-inspection, it was realized that most of the sighting equipment was much the same as that in the M109, with some slight variations and upgrades. The howitzer has a panoramic sight, direct fire elbow, and a gunner's quadrant. They are smaller and more compact than those in the M109, but still follow the same optical principle.

As for the Weapons Section, it was not so lucky. The operating systems on the M777 are very different than those of the now retired M109 Howitzer. Basically, the only component on this gun that resembles the M109 is the breech mechanism, but even that is operated differently.

Many of the components on this gun that weapons techs deal with differ, in many respects, from anything we have in service at the present time. Although all guns perform the same basic functions when they are deployed and fired, the way that these are accomplished is entirely different. Using the recoil mechanism as a point of comparison, the M777 can safely fire its last round in battle with no nitrogen pressure in the recoil mechanism at all. It is so efficient that the gun will safely

Out with the Old, In with the New

recoil to the rear and stop with no damage to the gun. This is a huge advancement when compared to the M109, where if there was no nitrogen pressure, the gun would suffer great damage as a result.

Another interesting aspect of this gun is that it is towed from the muzzle brake. The LG-1 also has the muzzle end of the barrel pointed towards the front for towing, but it is still a howitzer that is towed from a pintle mounted to the trails. The M777 is towed from the muzzle to minimize the amount of time it takes to bring the gun into

action. The prime mover can now tow the gun onto a firing position facing the direction of fire.

Cpl Tucker, Heath and Simms soon found themselves in Aberdeen, Maryland attending the second M777 first line maintenance course for CF Weapons and FCS techs. The total training time for the FCS techs was only ten training days, but the Weapons techs were there for fifteen training days. All who attended the course thoroughly enjoyed the experience of working with our counterparts in the U.S. Marine Artillery Corps, as well as the civilian engineers from Britain and Rock Island, USA.

Soon after their return, these techs were thrown into the breach (no

gun intended!) on exercise supporting the DGMS (Digital Gun Management System) trials for the M777. This system allows the gun to fire without surveying the position or using the sights. The DGMS relays all relevant data to the operators and commanders so they can quickly and accurately fire the gun. While the M777 is attached to the prime mover, the DGMS can be used to navigate to the gun position.

The M777s have since been to CMTC Wainwright for TFA Roto 2's confirmation training and will remain at 2 RCHA until they are required for training by our friends at CFB Valcartier.



M777 in tow (source: Mr. Dave Ryan)

Equipment New & Old

By: Sgt D.A. Rose, 1RCHA C-Bty Maint, Shilo

I've been twisting wrenches for the EME branch since the late 80's and have seen some major upgrades to our SMP fleet during that time. We have adopted the LSVW, HLVW, Bison, Coyote, M113-A3 and LAV-3 to name the majority. Many of these vehicles are far different from the old 5/4's and 5 tons we once worked on.

Technology can be a good friend in some cases; medical, communication and weaponry advancements can truly help soldiers get the job done more efficiently. I do, however, shake my head at times when I see the direction we seem to be going in vehicle acquisition. Our newest SMP fleet purchase saw us team up with Mercedes for a "green version" of their G-Wagon. Don't get me wrong, this vehicle does have its pluses, but it feels like we are selling out to technology at the expense of reliability. I realize that every fleet vehicle we own, CF wide, has its own quarks but with many of our older fleets they were just that, quarks. On any given day an MLVW, for example, could have 20 faults or leaks, but guaranteed it would start and get the troops or goods to destination. They were simple, reliable trucks. Where as a mere slight overfill of engine oil to

our new LUVW causes the onboard computer to put the vehicle into limp mode going nowhere fast.

*<< it feels like
we are
selling out to
technology at the
expense of
reliability >>*

The problems don't stop there either. Once upon a time our technicians would deploy on an MRT call with a half-nine wrench, a set of pliers and a hose clamp. Nowadays with the LAV-3, M113-A3 and LUVW, a laptop diagnostic tool is par for the course, which in itself sounds ok but taking into consideration the lack of in depth training, diagnostic computer availability and tool sensitivity many issues arise where vehicles sit for weeks in some cases awaiting precious decoding. Furthermore, potentially vulnerable fleets replace once unyielding equipment from yonder days. A noteworthy point should a life or death situation arise.

Please don't misinterpret my root desire, I'm not so old fashioned as to be against the modern computer world but I do believe it has its place. There are many ways to upgrade fleet vehicles to contain modern equipment such as GPS navigation, communications equipment and laser targeting but still have them run on simplified mechanical components, which are battle/EMP friendly and extremely dependable. This article is not about keeping our technicians in the dark ages. Education is paramount for every CF member. More so, I believe this is an issue that directly interferes with fleet functionality.

To sum up I think the old 'KISS' (keep it simple stupid) adage applies. In the bigger picture, I feel we are selling ourselves short in reliability and the services our equipment and technicians can and should provide for all Soldiers.

36th Annual Western EME Curling Bonspiel

By: WO Kenneth Dickey, 1 SVC Bn, Edmonton

With the roar of the crowd and all the participants on the ice, the 36th Annual Western EME Curling Bonspiel officially opened at Edmonton's Lancaster Golf & Curling Club on the 17th of February 2006. The EME Colonel Commandant officially opened the event on Friday, which was followed by words from Colonel Ritchie, the Senior EME rep. With EME Branch personnel and friends of the Branch there were 36 teams that took part in what was to be a fun filled and competitive event.

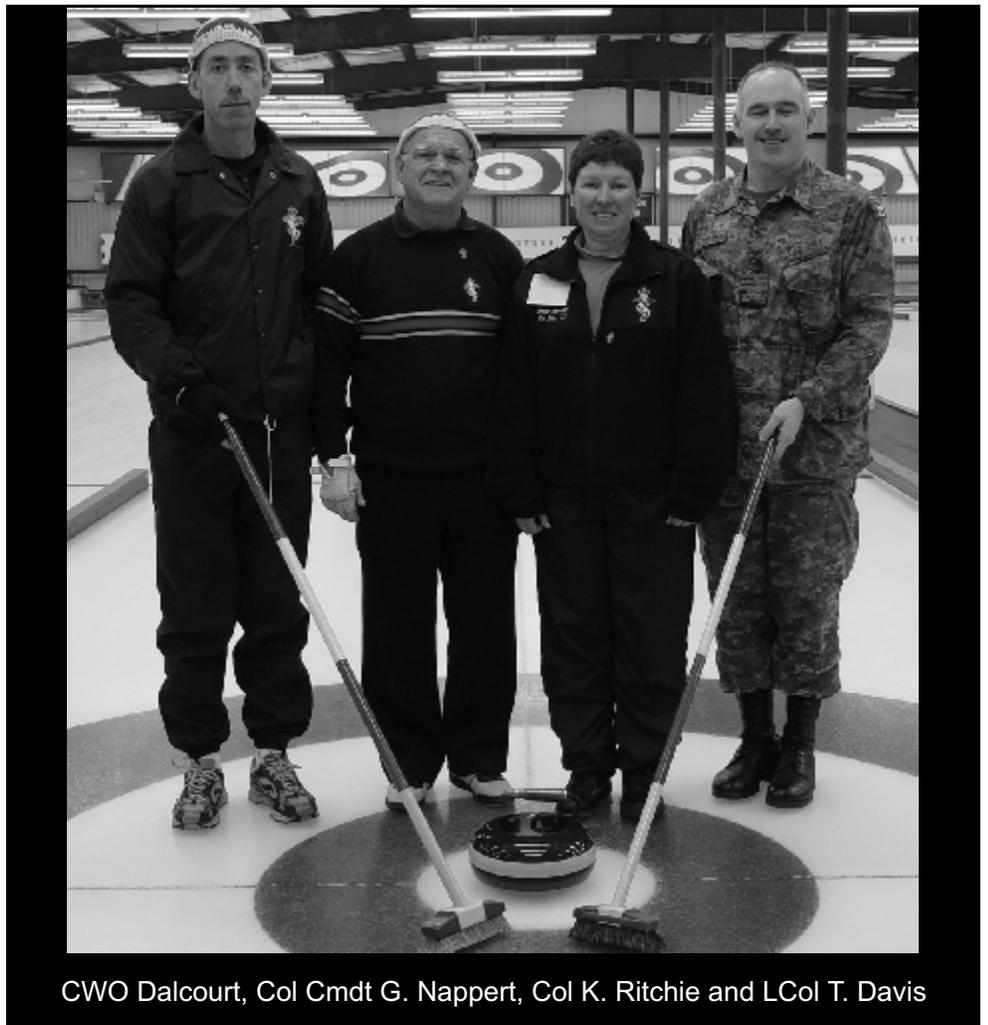
Never wanting to be far from drinks, the Bonspiel started on the 16th of February with a meet & greet at the Junior Ranks Lamp Lighter club where all the participants and members of the Branch came together to find out who was going to be their first opponents and renew some old friendships. The next three days were filled with curling, a banquet on the Saturday and closed out with an award ceremony on the Sunday.

During the Bonspiel the call was put out to Branch members to help with getting the family of Cpl Larose over to the Golan Heights to help close out the EME contingent there and pass the flame of Larose Park over to our

Indian EME brothers. With the proceeds of our Saturday 50/50 and an auction for a pair of George Strait tickets graciously donated by Mr Ralph Lueday (the DND Michelin representative), we were able to raise \$1200.00 for their travel. Also during the banquet Corporal Land was presented an ADM (Mat) Merit Award from Col Ritchie and CWO Dalcourt for his contributions to the turret mod of the LUVW in Kandahar, Afghanistan.

On the Sunday Colonel Ritchie, Lieutenant Colonel Bell, CO 1 Svc Bn, and Major Poirier, OC Maintenance Company presented the three division winners their trophies. The team of Mr Chuck Hann, Jody Letawsky and Mr & Mrs Brian Green took the A-Division in a hard fought match. Major Yan Poirier closed out the event with a short speech and he invited everyone back for next year.

Arte et Marte



CWO Dalcourt, Col Cmdt G. Nappert, Col K. Ritchie and LCol T. Davis

ROTO 4 C4 NBC Mask Fit Testing

By: MCpl W.P. Hayden, 2 GS Bn, Petawawa

On May 25 to 27 a team of military and civilian personnel totaling 9 Materials Techs (7 from 2GS Bn and 2 from 2 Svc Bn), teamed up with clothing stores, 10 Civilian scientists from the Department of Chemistry and Chemical Engineering at the Royal Military College of Canada in Kingston, and a handfull of personnel from HQ and Sigs to conduct Quantitative Fit Testing (QNFT) for OP Athena ROTO 4. The team successfully fit tested 700+ personnel with their C4 NBC Masks.

Many soldiers did ask: Why do I have to get my mask tested when I just went through the gas hut and did not have any problems? In simple terms, the particles in the gas hut are large compared to the particles in the QNFT, which are about the same size as some biological agents (Anthrax), so a mask seal may be perfectly fine for the CS gas hut but a smaller particle may still get through especially during work movements. This testing helps identify the problems and eliminate the threat of contamination. Some soldiers' masks that had been to the gas hut the week before actually failed on the leak tester and had to be issued a new mask. As Mat Tech OPI for the testing, Sgt Smith from

2 GS Bn stated, "basically the gas hut is a tool used by the chain of command to evaluate a soldiers Immediate Action drills. The QNFT tool used is the Portacount and it helps determine the proper size mask for each individual soldiers facial features". Truth be told, CF firefighters have been doing this type of respirator testing for quite some time under the DND Respirator Protection Program and the Canada Labour Code .

on the leak tester by Cpl Foster, Cpl Wells, Cpl Harrison, Cpl McInnis, or Cfn Miller. Everything went smooth for the most part except for Cfn Miller accidentally spraying a CWO in the crotch with some water. At this point, if a mask failed it was exchanged for a new one and re-tested. The purpose of the leak test is to determine the integrity of the mask, if it leaks it will not be effective in the Portacount test. At this point MCpl



The testing consisted of a video followed by leak testing of the Gas Masks to ensure their serviceability before proceeding any farther through the process. The soldiers would have their gas mask tested

Hayden, Cpl O Hara and Cpl Riley began their involvement in assisting the scientists with the testing. After passing the leak test, the soldiers went through the sizing process where three different measurements were taken of their

ROTO 4 C4 NBC Mask Fit Testing

faces to give us a base line for the fitting of a new mask, if required. Next, it was on to the PORTA-COUNT Fit Testing system. In this system, soldiers are put in a tent while wearing their gas masks and then bombarded with non-toxic, perfectly safe to breath, microscopic salt particles (40,000/cc). A tube is attached to the drinking attachment of the mask and then the air inside the

reaching as high as 100,000-300,000. If they failed this test, they were given a different size mask and sent through again until they received a passing fit factor. One other note, if the person being tested has a beard they usually will not pass the fit test because the particles are so small they will pass through the small spaces between the beard and the mask (Vaseline will not even give a proper seal) the

went through the testing left with a mask that fitted properly and hopefully with a renewed confidence that their mask will protect them should the need ever arise. Presently, DNBCD has a 10M project in the works to address future QNFT requirements for our NBC Masks.



mask is compared with the surrounding air. The results are fed through a computer and a "fit factor" score is produced. In order to pass the fit test the subject needs an overall fit factor of 6667 or better. Most of the results were between 30,000-50,000 with some

only way to get a seal is to shave the beard.

Soldiers from Roto 3 and Roto 4 now have a greater appreciation for the detailed testing procedures that the CF NBC mask has to endure. Happily by 1700 hrs on Friday everybody (without beards) who

HLVW...from page 5

delivery in 06/07 is 42 and 70 are anticipated for 07/08. Finally, 46 vehicles are scheduled for 08/09.

This large-scale project will enable 202 WD to maintain expertise in the Life Extension Process for military equipment.



Colour in a Colourless World

By : Capt Sonia Brais, Tech Adjt, 2 RCHA, Petawawa

Dry, dreary and dingy. Like in all of Afghanistan, dusty brown was the only colour of Camp Julien for the soldiers working in Kabul during Op ATHENA, Roto 3. The snow melted away to allow for daily dust storms and sprinkles of dirt on every surface. The only splash of colour to be found was displayed at the entrance of the camp as the flags of contributing nations were flown.

A six-month rotation away from home in such an environment is difficult, at the least, for all soldiers. A rotation that takes the soldier away from his/her family for holiday celebrations is worse, some would argue. Op ATHENA, Roto 3's Maintenance Platoon was fortunate

to be deployed on a rotation that did not involve leaving families alone for the Christmas holidays, however did involve being away from Canada for the other most important holiday of the year: EME Day.

So how was Maintenance Platoon going to celebrate the sixty-first anniversary of its Branch? How was Maintenance Platoon going to honour all technicians, past and present? And even further, how was Maintenance Platoon going to bring colour to a virtually colourless world? Sadie.

We all know Sadie. There is certainly no requirement to explain who Sadie is in the EME Journal.

But this Sadie is a new Sadie. Just as the original Sadie, whom we all respect and admire, brought hope and courage to the technicians of WWII and beyond, our most modern Sadie certainly offered the technicians of Op ATHENA, Roto 3 hope, courage, and the one thing they hardly saw in Camp Julien: colour.

It all started in the planning stages of EME Day 2005 - what was referred to as the best party in Camp Julien's history. The Pistol Competition, Mini-Golf Tournament, and Jam Session with CANCON Show entertainers were but a few of the highlights of the event. A great deal of attention was exerted in planning several details. Among



The PI Comd's grease monkeys, ARTE and MARTE, watch the parade from the comfort of Sadie's back seat.

Colour in a Colourless World

them: how to give the Colonel Commandant and Branch Chief Warrant Officer a memorable welcome. The solution was a strange looking vehicle named after the Branch mascot: Sadie.



After their EME Honor Guard, Col Nappert and CWO Dalcourt toured Camp Julien via Sadie, hosted and driven by then Cpl Chris Eveleigh.

The Maintenance Platoon techs were consistently hard at work supporting the Task Force and developing their training aid, a worn down and rejected ILTIS they used to practice and improve their skills when they had a free moment. Once Col Nappert and CWO Dalcourt confirmed their attendance for EME Day, it became clear that this particular outdated vehicle would receive a new role in the Canadian Forces and within the

EME Branch. Formerly known as CFR 87918, Sadie was transformed by the A Veh Section, led by MCpl Randy Orr, over a period of roughly two weeks, into the bright and roomy troop-carrying vehicle that served as a principle means of transportation for our honoured guests.

Sadie served her important purpose by presenting a rush of vivid colour at Camp Julien's back gate upon the arrival of our guests of honour. She paraded them around the Camp, driven by a technician integral to her creation, then Cpl Chris Eveleigh. This unexpectedly illustrated the values that embody all members of the

EME Branch. Sadie demonstrated pride, teamwork, and horsepower. She is the symbol of optimism, loyalty, and devotion. Sadie is a product of hard work, good times and great friends.

Sadie has since returned to Canada as a symbol of all these ideals. She can be found at 2 Fd Wksp in Petawawa, or parading the Col Cmdt around again during the most recent EME Day. It is with special gratitude that the members of Op ATHENA, Roto 3's Maintenance Platoon thank the Roto 4 soldiers for ensuring that this latest part of EME Heritage made the trip home safely.

Indeed: ARTE et MARTE!



Arrival of Guests of Honor at EME Day Opening Ceremonies. Then Cpls Chris Eveleigh and Bill Long escorted them to the parade.

The EFCC New Entity within 5 Bn S du C

By: MWO D. Dion, 5 Bn S du C, Valcartier

On 24 March 2005, in accordance with the directive from 5 ASG for the Quebec Area, 5 General Support Battalion (5 Gen Sp Bn) received the mandate to set up an Equipment Fielding Coordination Centre (EFCC). It was created and became operational on 14 April 05, based at Valcartier, building 7. The EFCC answered to 5 Gen Sp Bn and DLSS, for Whole Fleet Management in Ottawa. On 7 July 05, when 5 Gen Sp Bn amalgamated with 5 Bn S du C, the latter integrated the EFCC into its organization.

Today, the EFCC falls under the command of 5 Bn S du C. The Centre is more than merely operational since its expertise is highly sought after because it has

effectively met the many needs of LFQA as well as those at the national level since its implementation. Despite all these changes, the Centre has remained under the leadership of an EME Branch officer, Capt Raynald Nolin, since its creation.

Each EFCC is responsible for overseeing the army's operational vehicles, their life cycle management, the integration of new technologies, such as the radio-communication system, and any modifications to those vehicles. The EFCC must ensure that equipment and vehicles are available in the right area, in the right configuration, in the right quantity and at the right time to meet operational and training

requirements.

EFCCs were created for each Area in Canada, and are located in Edmonton, Petawawa, Valcartier and Gagetown. Furthermore, two national EFCCs at the Support Depot in Montreal and Edmonton. These EFCCs consist primarily of EME and radio technicians, who are responsible for ensuring that equipment and vehicles at both depots are ready for deployment on short notice. The EFCC for the Quebec Area comprises an affiliation between the major equipment section, which controls vehicle movement, and two sub-sections (communications and maintenance), with a total of 12 staff members, including 10 military personnel and 2 civilians.



Front Row: MWO Roger Côté, Capt Raynald Nolin, MWO Denis Dion.
Back Row: MCpl Lapointe, Mr. Gagnon, WO Boutin, MS Aubin, Sgt Champagne, MCpl Verreault, Cpl Courchesne, Mr. Paradis, Cpl Lapratte.

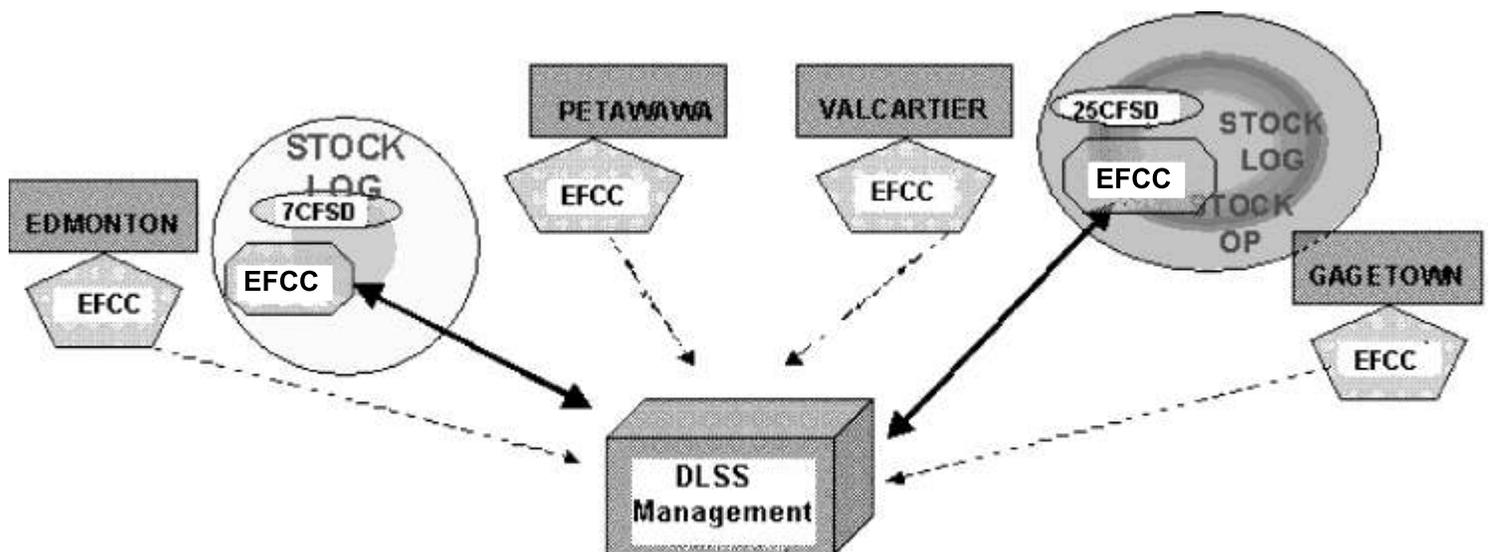
The EFCC New Entity within 5 Bn S du C

The EFCC will coordinate a number of projects over the coming year and has already begun several others, such as reconfiguring the communications system on 257 Mercedes, 212 of which are already completed; the MPV (multi-purpose van) project to modify the body of LSVWs; the HLVW life extension project targeting 81 vehicles now and 159 in the future; the corrosion prevention program, renewed yearly, affecting 1300 vehicles; and quality assurance inspections on vehicles belonging to unit transferring areas, such as OP TRANSITION whereby 270 vehicles were moved by 18 May 06. Since then, another 125 vehicles leaving LFQA have been added to that operation. The EFCC was also involved in preparing

vehicles for OP ARCHER and OP DONATION (24 Grizzly) and plans to make approximately a dozen major modifications to 180 Mercedes vehicles. The Mercedes team stayed at Valcartier for 4 months and the project was completed on 13 January 2006. There is no shortage of work for the EFCC, and its existence has made it possible for a number of projects to be handled at one location; this, in turn, has reduced the overload on members of the battalion's maintenance company and 5 CMBG, which not only had to do the work but also coordinate it.

In each area, the EFCCs will facilitate Whole Fleet Management. The EFCCs will initiate and oversee all new projects coming

from the LS in Ottawa. When a surge capacity is needed, those centres will send more personnel to support the Area. Staff at the EFCC command post will coordinate vehicle movement orders, resolve problems between units when non-compliant vehicles are received and oversee vehicle modifications. Furthermore, they will work with civilian contractors from industry to ensure uniformity of fleet. The exceptional team work and professionalism demonstrated by the section's technicians have been, without a doubt, the main reasons for the successful implementation of the EFCC, Quebec Area.



4 Equipment Fielding Coordination Centers in Canada. 2 Equipment Fielding Coordination Centers are attached to each of the two National Defence's depots and 202 Workshop Depot

M777 Training in Aberdeen

By: MCpl Gervais, 5 RALC, Valcartier

New equipment means new challenges, and the M777 is no exception. In fact, it presents a significant challenge to both users and maintenance technicians. This is the first CF howitzer that will be equipped with a fully digitized fire control system. Therefore, all personnel who will be using and maintaining it must keep pace with this new technology.

The candidates converged on Baltimore airport amidst the frenzy of Super Bowl weekend. Upon landing, several of them had to scramble to locate their luggage or at least ensure that their bags would be delivered to the hotel as soon as possible. But any travel mishaps were soon forgotten because, after a brief meeting given by CWO Lallemand, we

handed us over to the civilian instructors specializing in the M777 howitzer. After hearing an overview of the gun, the group split into two, with the EO technicians on one side and the weapons technicians on the other.

That gave us the opportunity to get down to business and explore this impressive piece of equipment in



Weapons Technician course

Names (left to right): Sgt Favela, Mr. Mc Clelland, Sgt Davis, MCpl Wentzell, WO Donovan, MCpl Mc Cauley, Mr. (unidentified), Cpl Schamerhorn, Cpl Tucker, Mr. Paradis, Mr. (unidentified), Cpl Pelletier, Cpl Hogan, Cpl Lapointe, MCpl Delpy, Cpl Giroux, CWO Whitnall, Mr. Lemire and MWO Noël

As a result, last February, electronic-optronic technicians (EO Techs) and weapons technicians from across Canada began training on this new gun in Aberdeen, Maryland, United States.

gathered in the hotel bar to get to know one another and watch the Super Bowl.

The course based on the U.S. Army training system began the following morning. Staff Sergeant Favela welcomed us and then

greater detail. Although the weapon was new to us, the instructors realized that all the candidates demonstrated good adaptability and an ability to understand the system. Our instructors followed this observation with a discussion, during which they told us that, in

M777 Training in Aberdeen

the U.S. Army, maintenance technicians are licensed to handle



Electronic-Optronics Technician (Land) course
Names (left to right): Cpl Heath, Cpl Simms,
Mr. Armstrong, Sgt Dallaire, Sgt Robinson-Vincent,
MCpl Comeau, MCpl Gervais, Cpl Bateman,
Mr. McConaughy, Cpl Lu, Mr. Jepsen, Mr. Lemire
and Mr. Mooney

a very limited number of types of equipment. In turn, we explained our system and the wide range of equipment we maintain, and they quickly realized why we had no trouble learning the ins and outs of the M777.

After a week in which we acquired a firm grasp of the engineering principles of this howitzer, all the candidates made plans for the weekend. Unfortunately, Mother Nature was not on our side. Those of us who had hoped to escape the Canadian winter by heading south were to be disappointed: D.C. was hit by the worst blizzard in 100 years with over 35 cm of snow in some areas. Most of us refused to let a little bad weather ruin our plans. Some people toured the American capital, others visited old

Baltimore, and certain hockey fans attended a Capitals game at the

MCI Center. After all, it is not everyday that we get a chance to visit one of the most beautiful cities in the United States, and this was the ideal opportunity so why not take advantage of it!

During our second week of training (and the final one for the EO technicians), we applied the theoretical knowledge we had learned the previous week while the weapons technicians began a more in-depth disassembly of the hydraulic system. In small groups, we repeatedly practised all the steps for maintenance and calibration of the M777 to ensure we knew the equipment inside and out. Our departure date was quickly approaching, and the afternoon of our last day of training was spent at the ordnance museum in Aberdeen. All the candidates were impressed with the large collection of weapons and the wide range of equipment and remnants of war on display. What's

more, the museum curator on duty told us the history of various exhibits, each more fascinating than the last.

On that note, the course ended. The next day, all the candidates had to fly home to their respective units. To say the least, we learned a lot from this experience, both technically and culturally.



Candidates during trip to Washington
Names (left to right): Sgt Dallaire,
MCpl Comeau, MCpl Delpy,
Cpl Lapointe and MCpl Gervais

CO Challenge

By: Cfn Colin Burke, Maint PI 35 Bn S du C, Sydney

During December 2005, 35 Bn S du C Maintenance Platoon was presented with a task unlike any it had ever seen. A Willy's Jeep dating back to World War II was placed in our vehicle bay and the task given to the entire Maintenance Platoon was to restore the vehicle and have it up and running in two years. Our Commanding Officer of 35 Bn S du C (Sydney) Lcol Ken Butterworth presented us with an even greater challenge. He wanted to have the vehicle ready for his final parade with the Bn. "The opportunity to participate in something like this is really exciting." Said Sgt. Brian O'Toole, as he stood with the rest of Maintenance Platoon for a picture with the Jeep. This would be an excellent chance for the guys to work together as a team and complete this unusual challenge.

The job was not going to be easy though. When the jeep was delivered it was basically a chassis and engine on wheels. All of the other parts would have to be fabricated or recovered off of other similar vehicles. The job would be a long one and a valuable learning experience for everyone involved. The hands on experience provided 35 Bn S du C techs with a rare

view of parts they haven't seen before or rarely get to see.

Those involved would also leave their mark on the finished product. Not only would their blood, sweat and probably tears be left on the project but also a plaque presenting the names of all those involved, mounted on the back of the jeep upon completion. As a Veh Tech in 35 Bn S du C I am anxious to get started and curious about how the parts of this vehicle are going to be fitted, found and fabricated. I am proud that I will get to leave my mark on this project along with others that feel the same.

42nd Annual Central EME Bonspiel

By: Mr. JL Campbell, Manager PSP, Kingston

A very rare event took place during the 42 Annual EME Bonspiel. During the Friday evening draw the Campbell rink from Kingston stole a rare 8-ender from the Rees rink from Petawawa. The end was a very special moment in the curling careers for the Campbell rink: Skip Mr. Jim Campbell; Third MWO Bob McNeil; Second Cpl Dion Kendall; and Lead Cpl Marty Demontigny.

Both rinks were recognized by the Bonspiel Committee at the banquet for their respective role in the big end. The Campbell rink for the awesome achievement and the Rees rink: Skip Cpl Dan Rees; Third Cpl Janes; Second Cpl Janes; Lead Mrs. Rees, Spare Cpl McGrath for their outstanding sportsmanship by accepting the end continuing on with the game in a manner befitting true curlers.

I have attached a team picture of the 8 ender as well.

Cheers, and I look forward to next year!!



EME and the CF Recognition Program

By: Lt Y.A. Dankwa, OA TGEM MLS/TGEM, Borden

The Canadian Forces Recognition Program recognises 12 members from all elements across the CF for their ongoing contribution and dedication to the CF. The “deserving members” and escorts, are invited to Ottawa to be officially acknowledged by Members of Parliament, the Chief of Defence Staff and their Commander in Chief.

I recently had the honour of being selected as one of the “deserving members” and took the opportunity to invite my mother Denise as my escort for the events held the 2nd to the 5th of June 06 in the Nation's Capital. Accommodations had been generously provided for her.

We started the day with an early breakfast then a quick tour of the Canadian War Museum (CWM). We were guests of honour at the swearing-in ceremony later that afternoon at the CWM where the Prime Minister swore in new recruits and passed on his congratulations. Afterwards, we attended a small reception where we had the chance to mingle and pass on our war stories to Canada's newest recruits. The end of the afternoon signalled the rush to prepare for the Commander in Chief's reception that evening.

We were driven to the Governor Generals reception for an unforgettable night of wining, dining and dancing graciously hosted by Her and His Excellency.

Among the distinguished guests, we had the immense pleasure of meeting two of our Olympic gold medalists, Katrina Lemay Doan and Daniel Igali. The pictures taken there will be treasured mementos of a wonderful evening.

Brunch the next morning at the Sgts and WOs Mess was a nice touch where we were all presented coins by the CDS and the CF CWO. The remainder of the day was for sightseeing and catching up on some much needed rest after a night of festivities.

The final day included an intimate tour of the Parliament buildings by the Sgt at Arms and the Usher of the Black Rod. This was followed by official recognition of the

“deserving members” and a standing ovation in the House of Commons by all the members of Parliament.

The end of the day and activities found both of us tired but ecstatic after the whirlwind of events. Since then, we have received two CDs worth of pictures taken during the events, which the Honours and Awards Staff (who were so good to us) put

together for our viewing pleasure. All in all, a great experience, which will not soon be forgotten by everyone involved. EME is everywhere.

ARTE ET MARTE



Student Scholarship



Chrystal Lopes receiving her EME Branch Fund Scholarship cheque from Maj Haines, OC Maint, 1 Svc Bn.

From left, WO Lopes, Chrystal Lopes and Maj Haines



EME Branch Fund Scholarship awarded to Laura Lynn Norman, the daughter of MWO (Ret'd) Les Norman.

Capt Kiltz, 19 Wing EME O, presented the cheque.



EME Branch Fund Bursary awarded to Marie H el ene Gagnon was presented to her father Cpl Montpetit in her absence.

The cheque was presented by LCol Eldaoud, CO 5 Bn S du C during a 5 RGC parade. LCol O'Keefe, CO of 5 RGC accompanies LCol Eldaoud.

C14...from page 7

bullet at a muzzle velocity of 3,000 feet per second with excellent accuracy. The telescopic sight is a Schmidt & Bender 3 12 X50 PM II. This sight has all its elevation adjustments in two turns, with the second turn indicated by a yellow marker becoming visible in the elevation turret. The windage drum offers 6 mils of left or right wind adjustment in less than one half turn. Both these features greatly reduce the possibility of the user making input errors on the sight, which increases hit probability.

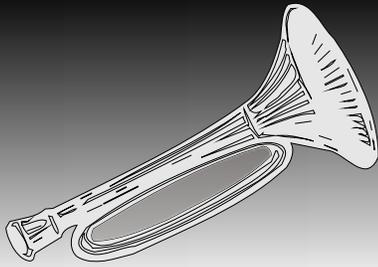
This sight is a step towards the goal of commonality of sniping telescopic sights within the CF. The features sought are a common reticule design, standardized values and direction of adjustments for both elevation and windage and having the focusing and parallax adjustments in the same locations and adjusted the same way. This will simplify the training of snipers and reduce errors in operations, where snipers may use a variety of different sniper rifles to accomplish their missions.

To reduce the chance of detection after the shot, the C14 comes with a suppressor that greatly reduces the firing signature (flash and to a lesser extent the sound) of the rifle, which greatly adds to the difficulty of detecting where the shot came

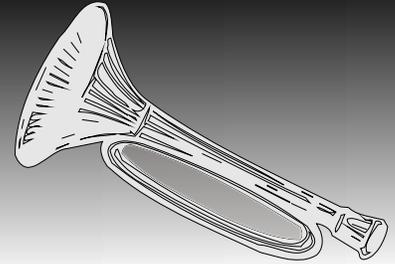
from. If for whatever reason the suppressor will not be used, the rifle comes with a detachable muzzle brake that can be used instead.

The other items included with this system help to protect it from damage and allow the operator to keep the rifle functioning at its peak efficiency.

This new rifle will be a potent tool in the war on terrorism and should prove very useful in protecting Canadian lives, while making life for our opponents even more dangerous. This rifle reconfirms the trend towards ever increasing complexity and capability of Small Arms. CFSEME and the EME trades stand ready to meet this challenge.



LAST POST



Cpl Tom Russell
June 25, 2006

It is with deep regret that we inform you of the death of Cpl Tom Russell (Veh Tech). Tom passed away in St Albert, Alberta

MWO Nelson Morris Horton
July 16, 2006

MWO Horton passed away after a long battle with cancer. He had a distinguished career in the Canadian Army, retiring as a Chief Warrant Officer after 25 years service. As a soldier, Nelson exemplified leadership, resourcefulness and loyalty, to both the army and to those he led.

Cpl Wayne Williams
August 7, 2006

Wayne was well liked wherever he served and was extremely proud of being a member of the EME Branch and a soldier in the CF. He will be missed by all that knew and served with him.

MWO (Ret'd) Jim Powell
July 19, 2006

It is with regret that we inform you that MWO (Ret'd) Jim Powell passed away from cancer. He was an FCS Tech for many years and retired in the village of Angus. Jim was an avid golfer (partnering with his wife Jan), participating in many EME Golf Tournaments. He will be missed

Capt (Ret'd) Dave Allen
April 16, 2006

Dave Allen passed away on Easter Sunday from a short illness with Bone Cancer. He had a long career in the EME Branch reaching the rank of CWO before accepting his commission in 1988. He was a very caring individual who always went out of his way to help those in need.

DONALD HALFYARD
January 16, 2006

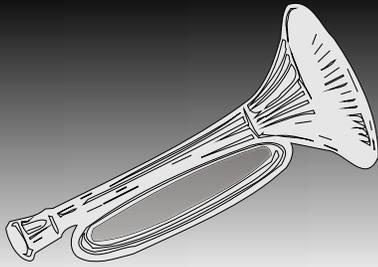
Don passed away at the Victoria General Hospital at the age of 77. Don joined the Canadian Army at the age of 17 in Montreal and had a honourable 28-year career serving in Canada, with NATO in Europe and with the United Nations peacekeeping forces in the Middle East.

WO (Ret'd)
JANES Robert C.
May 10, 2006

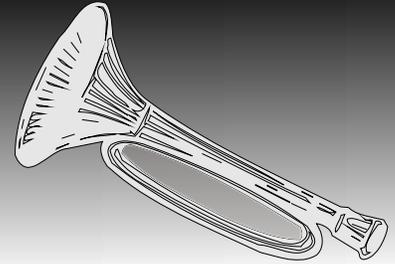
Bob joined the Army Corps of Engineers in August 1956. He spent his army years mostly in Chilliwack and three postings to Germany. In 1983 he retired to beautiful "downtown" Nictaux Falls.

CRAFTER, James Albert (Jim)
August 3, 2006

Retired from Canadian Armed Forces, RCEME, in his 80th year, at Helen Henderson Care Center.



LAST POST



**Mark Boisvert
March 31, 2006**

Retired Vehicle Technician passed away at Kingston General Hospital. Mark served in the Canadian Forces from 29 March 1979 to 11 October 2003.

**MWO (Ret'd)
Ken Melbourne
March 24, 2006**

Ken Melbourne had passed away, after his final battle with cancer. Ken who was a friend of many had served over 30 yrs with RCEME, LORE and EME and had retired in the Petawawa area.

**HOWE, Alfred Laurence
'Howie'
April 15, 2006**

Retired Motor Mechanic, serving 42 and a half years with DND Member R.C.E.M.E Association Peacefully at home in Chippewa, in his 80th year.

**Desmond (Monty) Montague
April 13, 2006**

Passed away peacefully at home at the age of 76 years. Monty had served in the Canadian Armed Forces (R.C.E.M.E).

**MWO (Ret'd) Bruce Baker
July 26, 2006**

After a lengthy battle with cancer, MWO (Ret'd) Bruce Baker passed away on 26 July 2006 in Halifax.

**George Loftus
April 11, 2006**

George Loftus beloved husband of Esther and family of Calgary, passed away on April 11, 2006 at the age of 70 years.

**MWO Gerard Thibault
July 29, 2006**

It is with deep regret that we inform you of the death of MWO Gerard Thibault.

**WO Digger CD
June 9, 2006**

At 0900 Winnipeg Time 9th June 2006, WO Digger CD made his final trip to the Vet. The plan is to have Digger preserved and he will have a permanent home in the Heritage room in Borden. On all occasions when Christine is utilized for official functions, Digger will take his proper place in the passenger seat. Like Sadie and Christine, Digger is well known by many of our technicians who have served throughout the years in the Golan Heights. His presence has done much to enhance the esprit de corps of the EME Branch therefore he will have a permanent home with us.

We would like to thank MCpl Belbin for ensuring Diggers comfort during his final years.