

LBA:

COL A.M. BANVILLE

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If you have items of interest to the greater Logistics family, please submit a short, bilingual article (approx 300 words), including photos (action pics, people, etc) to the Logistics Branch Adjutant, Capt Pierre Beauchamp NLT 1 Apr 16. All articles shall be submitted in a bilingual format.



LOGISTICS BRANCH NEWSLETTER

VOLUME 6, ISSUE 1

FEBRUARY 2016

25 CFSD Celebrates the 48th Anniversary of the Logistics Branch



On 1 February, 25 CFSD celebrated the 48th anniversary of the Logistics Branch with all military and civilian members of the Depot as well as guests from other logistics units. The 25 Canadian Forces Supply Depot supports all Canadian Forces overseas missions and the many units in eastern Canada.

LCol Steve MacDonald (centre), CO 25 CFSD and CWO Martin Cartier (right), Depot Sergeant-Major 25 CFSD accompanied by LCol Huot (Left), G4 2 Cdn Div conducted the official cutting of the cake that was served to all guests.



A Lesson in Teamwork

By Capt Pierre Beauchamp, Logistics Branch Adjutant

As a child, I had the story of The Little Red Hen read to me. Similar to The Boy Who Cried Wolf, The Little Red Hen is a cleverly constructed childhood fable leaving the reader with a firm life lesson. I've been working at the Branch now for three years and have had the opportunity to observe on multiple levels the dynamics and overall tendencies within multiple realms including communication and work ethics; It then occurred to me that childhood fable, The Little Red Hen, may actually offer a valuable analogy for the Logistics Branch.

If you believe that we as Logisticians are at times at fault by not communicating effectively with one another, essentially steering us away from our original and primary goals- then please read on...

The story tells the tale of a (little red hen) who wants to make a loaf of bread. To bake and eat a loaf of bread, the hen knows there are a number of actions that must happen first, such as cutting down the wheat, grinding it, carrying it to the mill, etc. During every step of the bread making process the hen asks for help from the other farmyard animals and, at every step, her request for help is refused. The determined, persistent little red hen moves onward working all alone until, at last, her bread is baked and ready to eat. Immediately the smell of the freshly baked bread draws interest from the other animals, eager to help with the eating of the bread. The Little Red Hen stands firm, informing them they are not entitled to eat the bread because they did not help to make it, despite her requests for help.

So what can leaders and teams learn from this children's story?

The first lesson is that if you want the benefits and rewards, you have to contribute. High performing teams know that their output will only be as good as their collective input, and so they support one another to maximize that output, by communicating clearly with one another and asking for help when it's required. If the hen had explained to the team at the beginning what the goal was, he could have gotten more buy-in.



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... continued - A Lesson in Teamwork

Secondly, a team works more effectively when they are united by one goal or a final product. If the other animals had helped the Little Red Hen, the bread would have been ready sooner and they would have been able to bake more bread and reap even greater rewards. For teams united in their common goals; productivity is higher and results are significantly greater.

Thirdly, had the animals all agreed to help, the atmosphere in the farmyard would have been much better. A team who is unwilling or unable to help one another will never be as effective as one who does. Mistrust, suspicion, anger and frustration are highly damaging to any team's effectiveness. Conversely, the team that hold itself and each other to account, who trusts and respects each other bakes bigger, tastier loaves and more of them!

Lastly, good behaviours are contagious and encourage further good behaviours. If the first animal asked to help had done so, the chances of the other animals following suit would have increased greatly. The abundance of research on group dynamics teaches us that team members are influenced by the behaviours and opinions of their other teammates. Positive behaviours will snowball, but so will negative behaviours, it falls to the leader to hold their team to account for their actions and to lead by example.

So if you're looking for a different approach for your next team meeting, consider buying each member a copy of The Little Red Hen. Perhaps use your team's most important goal to create a parallel with The Little Red Hen. Start by clarifying the goal: what is it, what will goal achievement look like? Then ask the team to define the actions required to achieve the goal, clearly assigning accountability to each individual step. Order in some freshly baked loaves from your local bakery; the taste and smell of the bread will create a greater impact and will help to reinforce your message.

In conclusion; remember that most do not have the opportunity to see or feel where an everyday loaf of bread comes from or how it is made. Some may never get the opportunity to make or even eat bread. Think about how it makes you feel to have this luxury.

Take a good look at our Logistics flag, it officially described our unity:

"A flag of proportions two by length and one by width divided into five bars with a navy blue bar of four units, an off-white bar of one unit, an army red bar of four units, an off-white bar of one unit, and an air force blue bar of four units. The logistics badge in full color is superimposed on the center red band. The colors of the wide bars represent the three elements of the CAF which are linked together by the off-white color signifying the Logistics Branch".





41 YEARS OF CONTRIBUTION TO THE LOGISTICS BRANCH!

By Capt R.M. Sauvé, Course Director Human Resource Management, Officer Training Division, CFLTC

One of the beauties of the Canadian Forces Logistics Training Centre (CFLTC) is the important level of experience of its staff – military, civilians, and contractors. Unfortunately, at one point, we need to say goodbye to all of them.

Fern Baillargeon completed over 41 years of service within the Logistics Branch. Fern has served in numerous Canadian bases, overseas on a posting to Germany, and has participated on various operational deployments. The latter part of his career afforded him the opportunity to assume many Senior Appointments including 2 Service Battalion Regimental Sergeant Major (RSM), Task Force Golan RSM, Land Force Central Area RSM, Deputy Judge Advocate General CWO and Canadian Forces Support Training Group/Borden Base Chief Warrant Officer. In uniform, Fern spent a total of 9 years while the school was called Canadian Forces School of Administration and Logistics (CFSAL); as a MCpl instructing Transport QL3/QL5 students and later in his career as the Divisional Sergeant Major of Officer Training Division.



Fern removed his uniform in 2008 but wished to continue to contribute to the future of the Logistics Branch and made the decision to return to the School in 2012 as a Civilian employee. Employed as a Senior Logistics Instructor within Officer Training Division, Fern has brought personal insight and professional experience to the continual development and delivery of course material. Logistics Officers Common Course (LOCC) students have benefitted from his personal insight into the conduct of disciplinary proceedings while Logistics Officers Common Land (LOCL) students have gained valuable information relating to operational movement and replenishment. As a previous CWO, Fern was always a champion of Branch history and he used every opportunity to share his knowledge of our Branch roots with students, thereby instilling a sense of pride in our history and heritage.

With such a vast and varied array of contributions to the CAF, 12 years specifically to CFSAL/CFLTC, Fern has not only brought great credit to the Branch but a significant credibility to the role we all play in training for or direct support of operations. It is with heavy heart that we see him leave us for good, although we have full intention to keep on drawing on his expertise if he lets us.

WELL DONE FERN!





Op UNIFIER celebrates Logistic Branch's anniversary

J4 Cell, Joint Task Force Ukraine

By Capt J-P Coulombe, Public Affairs Officer, Joint Task Force Ukraine

Despite an intense operational tempo for the deployed personnel, Canadian logisticians in Ukraine took some time to celebrate the Branch's 48 anniversary.

After a long day of hard work, the members of the National Command and Support Element (NCSE) gathered in the maintenance hangar to share some cake with the Commander and the RSM of Joint Task Force Ukraine. Lieutenant-colonel Tim Arsenault and Chief-Warrant Officer Daniel Parenteau joined the logistics personnel after supper and used the occasion to address the gathered crowd. They expressed their gratitude for the efforts of the military personnel from the J1, J4 and J8 cells during the build up to the mission as well as the first few weeks of the deployment. They also recognized the extraordinary contribution of a sergeant and a corporal from the J4 cell who distinguished themselves during the preparation of exercise "Préparation d'urgence" which ran simultaneously with the UNIFIER build up in late October. Both soldiers* received a 3rd Battalion Royal 22e Régiment commander's coin for their efforts, professionalism and dedication while handling the two simultaneous tasks.

The Logistics Branch anniversary was a welcome respite to gather and eat cake while recognizing the efforts of all logistics personnel and collaborators who contribute to support Op UNIFIER.

* The names of these individuals cannot be released at this time due to operational restrictions.



SERVITIUM NULLI SECUNDUS



RMS COIN PRESENTATIONS

The Logistics Branch Occupational coin has been approved as a means, for the Occupational Co-Advisers and Assistant Co-Advisers, to recognize exceptional service within the respective Occupation's when an Honour or a Commendation does not merit. CPO1 Bertrand presented the following RMS Coins;



LS Villeneuve of NAVRESHQ receives the coin for her excellence at work, mentoring in the development of her subordinates, her concern for excellent customer service and her loyalty.

These accomplishments make her an exemplary and outstanding member of the RMS Occupation.

LS Pring and Pte Therrien received their coins in Victoria, Nov 2015

LS Pring is awarded the RMS Coin for her support to the Base Orderly Room. During the period of Feb-Jun 15, LS Pring was employed as the Acting MS for Pay and Records. Often called upon to replace the Section's IC (PO1) or 2IC (PO2) during the absences of the incumbents, she never wavered in her commitment to provide the best customer services possible. Mentoring her junior Clerks and ensuring that the section continued to perform above expectations resulted in several accolades from customers at all ranks reflecting credit not only on the BOR, but the trade as a whole.



Pte Therrien is awarded the RMS Coin for her support to CANFLTPAC HQ Staff, MAROPSGRU 4 (MCDVs), CSF HQ; PCTU; and CCD. Five separate units at different locations within the Dockyard. Juggling the priorities of the different units, she continually exceeds expectations. Her outstanding work ethic, positive attitude, and high level of motivation have earned her praise from all ranks. Her ability to adapt to the changing priorities of a high-paced, dynamic work environment while consistently meeting high customer demands and work volume embodies the virtues that all RMS Clks should strive for.

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... continued of RMS COIN PRESENTATIONS



The Halifax Coin picture has Right to Left CPO1 Fitzpatrick who is the Supt Clerk for Halifax, Cpl Buffett, PO2 Mooney, LS Bishop, MS Mountenay and CPO1 Bertrand, the Senior RMS for the Navy. These coins were presented in Halifax Sept 2015.

Cpl Buffett is a dedicated and loyal member of the BAdm team and has made herself an integral part of that team. She has received numerous BZ's for her professional client services and for going above and beyond for serving members specifically the PMO Aurora Group. She can often be found counselling clients and peers alike on benefit entitlements even reciting policy directives by tack number. Recently Cpl Buffett volunteered to teach Non-IRP relocations and Temporary Duty procedures at the Pre QL5 training center in Shearwater and is an active volunteer within the community. Cpl Buffett is a team player with a positive and jovial attitude that positively affects her peers, clients and superiors.

PO2 Mooney has consistently displayed superior occupational and leadership qualities that bring credit to our trade. She embodies the qualities of loyalty, flexibility and devotion to the Branch and her Clerks, and has played a vital role in the transformation of the BOR into a superior working environment. PO2 Mooney is a supervisor with a "Can Do" attitude, highly productive and engaged, a true professional and a role model for junior Clerks.

LS Bishop is a valuable and knowledgeable clerk who continuously strives to provide outstanding service to both her unit and the CAF. She has been instrumental in the development of a number of TRINITY and MARLANT initiatives that contributed a great deal of value to the Naval community. LS Bishop is a dedicated Clerk with an excellent work ethics and knowledge of the trade.

MS Mountenay has provided outstanding service support in a high tempo environment. With the closure of the operating rooms, patient travel work load increased exponentially and MS Mountenay's innovative ideas and solutions helped the unit rise to this challenge and maintain excellent support to patients. His calm and measured responses were instrumental in resolving difficult situations involving high risk patients. His exceptional knowledge and organizational skills has brought pride and recognition to the Occupation.



MALFUNCTION REVIEW BOARD

(T-11[CT-11] Main Parachute)

FORT LEE, VIRGINIA

Article by Capt Andrew Adach, 2 IC Sp Coy, Canadian Army Advanced Warfare Center (CAAWC)

As few know, the Rigger 'trade' is a sub-specialty of the Sup Tech trade and is employed throughout Canada, though mainly at CAAWC in Trenton. Recruited off of their QL3 course, Riggers go through extensive packing, maintenance, and rigging training to become a fully qualified Parachute Rigger, taking up to 3 years. As such, Riggers are responsible for packing all parachutes in the CAF [less aircraft ejector seats]. The current mass drop personnel parachute used by the Canadian Army is the (Canadian Troop) CT-1 round chute; however, in order to increase interoperability, currency, and safety, it has been determined that the CT-1 requires replacement. As an interim replacement, the CAF has adopted the CT-11, which is the Canadian way of saying T-11, the current system used by the US DoD. Thus, from 27-29 October 2015, representatives from Sp Coy, CAAWC, attended the 148th Tri-Annual Malfunction and Safety Analysis Review Board in Fort Lee, Virginia.

The purpose of the Malfunction Review Board is to review all airdrop malfunctions. The malfunctions are reported and compiled by the field Riggers and posted online. The MRB is divided into 3 areas: round parachutes, military freefall parachutes, and cargo parachutes [aerial delivery]. Each one is analyzed for incidents and accident reports. The main purpose of this is to find mitigating solutions that prevent those incidents from happening in the future.

As the main parachute system discussed was the T-11, CAAWC took this opportunity to gain knowledge on the implementation plan, fielding, and lessons learned so that we may be better situated for the implementation of the CT-11 Interim Parachute Capability Project (IPCP). The trip was successful in both the analysis of the T-11 parachute and by reinforcing current bonds and forging new relationships with our allies in the Logistics airborne community.

Sup Tech's interested in becoming a part of the Rigger sub-specialty family should contact their local Personnel Selection Officer and complete a Para PT test then submit their request through email at: RiggerRecruiting@forces.gc.ca. They may also contact Capt A.J. Adach for further info.



Photo from left to right: WO Adam Walters, Captain Andrew Adach, Major Mathieu Gauthier, MWO Chris

"I will be sure – Always"





What Goes Into Building a Museum Display

By Dr Andrew Gregory, Curator of the Canadian Forces Logistics Museum

A museum display should tell a story. In that sense, a museum display is like a paragraph. It has an introduction, a coherent body and conclusion. The artifacts and photographs that we use are to underpin the story. And, as with a paragraph, a museum display is supposed to fit in with the display before it and after it. The display has to fit in with, and support, the overall theme of the wider exhibit.

So, when we design a museum display, the first question is “what do we want to say”. Coming up with the right answer is often the toughest part. Then we ask what photos and artifacts do we have to support what we want to say. Without something to say, the display is just a bunch of stuff, interesting stuff maybe, but still just a collection of curios.

We also want the display to be interesting visually. Unusual artifacts or artifacts that used to be commonplace, like a shoulder patch, can be used to great effect, especially if used in conjunction with a specific photo. A pair of National Support Element (NSE) slip-ons from Afghanistan is interesting. It helps to tell people that Logisticians were there and it supports the story about the Logistics Branch’s work in Afghanistan. The slip-ons are very interesting if paired with a photo of a Logistician in Afghanistan wearing identical pieces. If the pair is actually the ones that you see in the photo, you’ve hit the jackpot.

All together, the story that you are telling comes alive.



Photo of the Logistics pioneer display in the Canadian Forces Logistics Museum





Operation PARASOL

Article by the Canadian Forces Logistics Association

As the operation to bring Syrian refugees into Canada gains momentum, it is worth remembering that the CAF and the Logistics branch have always had a vital role to play in these kinds of operations, whether the Vietnamese "boat people" in 1978 and the expulsion of East Asians from Uganda in 1972.

A more recent example was Op PARASOL in 1999. An increase in Serbian aggression towards the Kosovar population in Albania, together with the failure to negotiate a truce and the threat of imminent military by NATO, had forced the United Nations to shut down their Kosovo Verification Mission (KVM). When NATO ultimately launched ALLIED FORCE against the Federal Republic of Yugoslavia (FRY) on 24 March 1999, hundreds of thousands of Albanians were driven into Macedonia, Albania, and Montenegro. With nearly 1 million Kosovar refugees in neighboring countries, the United Nations High Commission for Refugees (UNHCR) appealed for international help and humanitarian assistance.

The Canadian Government responded by agreeing to resettle some of the refugees, and the CAF was asked to help, thus Operation PARASOL was launched. On 6 April 1999 Canadian Forces Bases (CFBs) Borden, Trenton, Kingston, Petawawa, and Meaford were put on 72 hours' notice to receive and house up to 5000 refugees for up to six months, with CFB Valcartier as a backup site. Three days later everything was ready, and CFBs Greenwood, Aldershot, Gagetown, and Halifax were added to the list of sites. Under the overall leadership of Citizen and Immigration Canada (CIC), the CAF provided transportation, accommodations, food, and medical services, with the first of what were to become daily flights of chartered A310 Airbuses arriving in Canada on 2 May 1999, the flights alternated between CFBs Trenton and Greenwood, where they were met by Red Cross volunteers, the Salvation Army, various members of the local community, and, of course, CAF personnel. After initial assessment the refugees were transported to accommodation, either on the Base where they had landed or on one of the other support bases. After about two months on Base, the refugees were moved to cities across Canada where they could establish themselves either temporarily or permanently with the help of a sponsor, they then had the option of relocating back to Kosovo within 24 months of their arrival in Canada.

Once peace and stability eventually returned to Kosovo, about one third of those brought to Canada as refugees chose to return home, while the rest started a new life in Canada. The CAF processed more than 5500 Kosovar refugees before Operation PARASOL was officially terminated on August 31, 1999.





OUT-SERVICE TRACTOR TRAILER & HIGHWAY CRUISER INSTRUCTOR AND SUPERVISOR PROGRAM TRAINING COMES TO AN END AFTER 30 YEARS

By CWO Claude Lafrance, Director of Transportation CWO

In the past 30 years the Canadian Armed Forces (CAF) has sent over 1400 Mobile Support Equipment Operators (MSE Ops) to the Commercial Safety College (CSC) in Truro, Nova Scotia, for the Tractor Trailer and Highway Cruiser (bus) Instructor and Supervisor Program training. This successful partnership with CSC ended on the 3 December 2015, when the last Instructor and Supervisor Program course for MSE Ops was conducted at the college. The reason this out- service training (OST) was ceased was two-fold: cost effectiveness, and recognition of our own highly effective CAF driver training capabilities.

One of the very first tasks that the CAF's senior trucker, CWO Claude Lafrance, undertook when he assumed that role in the summer of 2014 was to validate the driver training provided by non-military institutions and to ensure that there was value for every dollar spent. The training at CSC, which had reached an annual cost of half a million dollars, was deemed excellent and met a valid requirement. However, considering that it only addressed two vehicle types (operated primarily by MSE Ops), it was determined that a lot of money was being spent on a very limited capability. As such, a more financially responsible, yet equally effective solution was sought.

The CAF already has a very robust driver and examiner training package managed and administered by Director Strategic Transportation (J4TN) formerly DTN and by the MSE Op Occupation. What was missing in order to eliminate this particular OST program was an equally robust and standardised CAF Tractor Trailer and Highway Cruiser training program. The various stakeholders rolled up their sleeves to achieve this, and by the end of 2015 a Specialty Specification (SS), Qualification Standard (QS) and Training Plan (TP) were completed for the first ever CAF developed Tractor Trailer and Highway Cruiser training program.

The training program has been designed for delivery at the unit level using the On Job Performance Record (OJPR), and will be under the capable management of professional operators. As such, it will require minimal resources while delivering the same, if not higher, results. It will also mean an increase in unit operational effectiveness as trainees (except in some small units) will train at home making them available for other tasks as priorities dictate. This is truly a win-win situation at every level.

The CAF Tractor Trailer and Highway Cruiser training program is expected to become available for delivery by mid-2016. Changes to CAF policy as a result of this new program will be promulgated in the coming months.



On Dec 3, 2015, CWO Claude Lafrance, presents the Logistics Branch Certificate and Coin to the President and General Manager of the Commercial Safety College for their contribution to the Logistic Branch and the MSE Op Occupation for excellence in training for over 30 years.



Pearls of the Canadian Forces Logistics Museum

By Dr Andrew Gregory, Curator of the Canadian Forces Logistics Museum



WREN using a teletype.

S-1426 © CFB Esquimalt Naval and
Military Museum

When I first started at the museum in 2008, I noticed our teletype with its distinctive "Congo 1" label spray-painted on its front. I tried to find out if it was part of the RCOC effort in support of our UN mission in Congo in 1960. I was not able to confirm one way or another but it remains quite possible as the museum has several artifacts from a previous curator who served there. But I did discover that the Teletype was an extraordinary tool, an extraordinary **logistics** tool.

The teletype machine fundamentally altered the way in which information was distributed. It allowed for greater automation, higher traffic volumes, storage, automatic routing and relay and on-line security. The teletype is truly the forerunner of today's "Electronic Mail".

In that sense, the teletype was a vital inventory tool. The ability to store past inventory reports, print them up and send new ones to Headquarters, while at the same time creating copies in triplicate using carbon paper was revolutionary.

M-14 Transmitter/Distributor was in service from the Second World War until the 1960s. It was combined with the M-15 Teletype printer to produce page copy.





2 Service Battalion

28th Annual Trucker's Toy Drive

By Captain E.R. Labelle

The 28th Annual Trucker's Toy Drive was conducted by 2 Svc Bn over the holiday season, beginning 13 November 2015. The Toy Drive is part of a larger fundraising campaign organized by the Royal Canadian Legion, Branch 517 Petawawa, ON, to help families in need during the holiday season.

The Trucker's Toy Drive is recognized throughout Petawawa and surrounding area as a holiday fundraising event. It involves the distribution of toy collection boxes to participating stores in the Petawawa and Pembroke area, collection boxes placed within 2 Canadian Mechanized Brigade Group (2 CMBG) Units, including 2 Service Battalion, 450 Tactical Helicopter Squadron, and 1 Field Canadian Hospital, raffle of prizes donated by local businesses, and entry of a parade float into the Petawawa Santa Claus Parade.

Corporal Andy Anthony, 2 Service Battalion, Transportation Company, has been involved in the Trucker's Toy Drive for the last nine years, and this year he was the driving force behind the fundraising efforts. He distributed toy collection boxes, coordinated the raffle, and ensured the entry of a parade float into the Petawawa Santa Claus Parade.

Warrant Officer Kevin Blake, 2IC A Platoon, Transportation Company, 2 Service Battalion, solicited the help of 21 additional members from Transportation Company, Canadian Special Operation Regiment, and 1 Field Canadian Hospital in order to make the drive a success. These members contributed by selling raffle tickets during evenings and weekends, being a part of the parade float, or building boxes for distribution.

On 13 December the Trucker's Toy Drive concluded with the donation of more than six pallets of toys and \$1,300 to the Petawawa Legion, all going towards Legion support of 53 families in need during the holiday season. The drive would not be possible without the dedication to community support by the Petawawa Legion, generous support of the local community, and the hard work from members of 2 CMBG.





Op FAUST: THE CANADIAN ARMY

Provides Starvation Relief for Holland, 1945

Article by the Canadian Forces Logistics Association

The winter of 1944-45 was a desperate time that came to be known as the "hunger winter" in Holland. What little food there was had been largely commandeered by the occupying German forces and many thousands suffered malnutrition and even death (including a fifteen year old girl named Audrey Ruston, who survived her winter of privation in Arnhem and, despite lifelong ill-health from eating tulip bulbs and bread baked from grass, went on to become the award-winning actress and renowned humanitarian that we remember as Audrey Hepburn). By April of 1945 the 1st Canadian Army was driving hard against the remaining elements of the German Army in western Holland and the local German leadership, sensing the imminent finish and perhaps nervous about the prospect of war crimes charges for their treatment of the population, offered a truce to allow the allies to distribute food to the starving civilians. American and British/Canadian air operations (Op CHOWHOUND and Op MANNA) were quickly organized, with allied bombers flying at low level to drop massive quantities of food over city rooftops, some of them bearing signs that read "Thank You, Canadians". Unfortunately, the shattered Dutch distribution system and the lack of or ill health of available civilian labour made it impossible to distribute this food effectively, and it became obvious that the 1st Canadian Army would have to get involved in a large and active program to carry food over land and across German lines for the relief of the starving Dutch population.

Operation FAUST had its beginning on 1 May, 1945 when 1st Canadian Army Commander LGen Charles Foulkes met 25th German Army Commander LGen Paul Reichelt to organize safe passage for the food-laden land convoys. The two sides agreed that neutral corridors would be established in the north and the south and that in these areas all troops would stand fast, there would be no patrols, and the firing of weapons of any kind would be forbidden. Foulkes and Reichelt subsequently agreed to expand the neutral zone and to form a Joint Food Distribution Committee to deal with any complaints regarding the proper execution of the operation, and Reichelt agreed to provide guards to protect food dumps from civilians and German Troops. Having been tasked with the urgent land delivery of food, coal and medical supplies, the trucks of the Royal Canadian Army Service Corps (RCASC) began to roll on 2 May 1945, and by the following day, a fully-loaded convoy of 30 vehicles was crossing the line every 30 minutes. During the talks Foulkes tried to interest Reichelt in the idea the surrender, but Reichelt declined, saying that he and his troops would rather open the dykes to flood Holland and to fight and die rather than surrender the country (A position that he subsequently reconsidered when Foulkes pointed out that flooding the country and thereby adding unreasonably to the already considerable suffering of the Dutch people would certainly lead to war crimes charges against those responsible).

Dutch labourers loaded the Op FAUST the trucks with food and supplies at two Service Corps supply dumps in Nijmegen, and the convoys proceeded from there to drop-off points in the neutral zone, where the supplies were handed over to the Dutch authorities who were responsible for dispersal and distribution. The Dutch were aided in this by the provision of 200 Canadian military vehicles for frontline distribution and by the work of additional Canadian troops assigned to help make up for the weakened condition of many Dutch labourers and to stand in for the massive numbers of able-bodied men who had either been sent to Germany as slave workers or who had been driven into hiding to escape such a fate. Op FAUST ran from 2-9 May 1945, and delivered between 840 and 1141 tons of food and supplies per day. This came at a time when death had already stricken the very young, the elderly, and the poor but, were it not for these food runs, acute starvation would certainly have set in and would have caused a massive increase in suffering and death throughout the occupied Dutch territories.



**BATTLEFIELD 20
BIKE RIDE 16**
THE ITALIAN CAMPAIGN

Honour the Fallen, Help the Living

by Capt Jocelyne Letain, 2 AES, MSE Log O



*Camino de Santiago, Molinaseca,
Spain/Espagne*

What was I thinking?!?! This was one of my thoughts as I encountered the first steep hill on a 300 km Camino de Santiago cycling trek in Northern Spain. Moments later, I grumbled expletives as a cuckoo bird mocks me - Cuckoo! Cuckoo! Ha-ha, very funny. Grr! Yes, I must have been cuckoo to head out solo with insufficient training, in a foreign country assisted by a questionable map. And so began my new found desire to explore the world in a more intimate way than any train, tour bus or subway could ever allow. What's up next in my crazy foreign adventures? The Wounded Warriors Battlefield Bike Ride 2016 (BBR16), and this time, it has a greater meaning for me...

Wounded Warriors Canada is the nation's leading, wholly independent, Veteran's charity focusing on mental health. As I hear more stories from friends of their struggles following deployments, my concern grows. Back in June 2015, I was out for a walk with a friend who is crippled by PTSD. He is always hyper-alert and when he was startled by a child zipping by on a bike; his heightened reaction to "fight" nearly resulted in harm to the child. This is only one example of many that I observed and I am pained to see the change in him from when we first met 14 years ago. This is why I am taking this opportunity to "Help the Living" while being able to "Honor the Fallen" by participating in BBR16. Wounded Warriors Canada provides a diverse set of programs and services for our wounded Soldiers and their families, including service dogs, wilderness activities, peer support and family assistance.

The BBR16 "The Italian Campaign" will commence June 10th in Ravenna, Italy and will visit many of the sites where Canadians fought in WWII. Stops will take us to places like a WWII Bailey Bridge near Servia over the Savio River near where, on the night of 21/22 October 1944, "Smokey" Smith's actions would see him awarded the Victoria Cross. On June 18th, we will finish approximately 600 km of cycling at the Cassino Commonwealth War Cemetery. There, 192 names of Canadians with no known grave are engraved on the memorial in addition to the 855 Canadian graves. While participation is open to all Canadians, the peloton is usually composed of serving members, Veterans, family members, as well as members who participate for their own recovery therapy from Operational Stress Injuries. The result can be overwhelmingly emotional.

I'm looking forward to the challenging workouts and developing better cycling skills providing I don't drown during our pool training (between my developing French and water-filled ears, sometimes I don't understand the coach's direction)!! I joined a triathlon team last fall to assist with my training and already it has pushed me further than I would on my own.

Each rider must fundraise a minimum of \$4,000 in order to participate. In addition, we're responsible for covering our own flights, supper meals and to provide our own bicycles. If you would like to donate, you can either;

Sponsor Capt Letain at <https://secure.e2rm.com/registant/FundraisingPage.aspx?registrationID=3163527&langPref=en-CA#&panel1-1> ; or

Visit the BBR16 site <http://woundedwarriors.ca/battlefield-bike-ride-2016/home/>.

Tax receipts are issued for those who donate \$20 (or more) in support of the ride.





**CANADIAN FORCES
LOGISTICS ASSOCIATION
(CFLA)**

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What's In Your Basement?

The Canadian Forces Logistics Museum and the Quest to Fill Out Its Collection

By Dr Andrew Gregory, Curator of the Canadian Forces Logistics Museum



Sgt Ken Rispin

The museum is seeking from the wider community of Logisticians specific items to deepen its collection.

When we started putting together our "Postal" display we were given some excellent photos by CWO Tim Miller, the Postal Occupation CWO, Canadian Joint Operations Command. One photo is of Sgt Ken Rispin wearing the elusive tan combat uniform! I am under the impression that the uniform made its debut sometime around the First Gulf War and was used until the Somalia mission. Thereafter, in the mid-1990s, the uniforms went to disposal. Seeing the photo caused a stir in the museum because we imagined the impact of pairing this photo with a rare tan combat uniform. Unfortunately, the Museum DOES NOT have a tan combat in its collection. Would you know someone who has one and who might be interested in donating it to the museum?

Many of you who served in Afghanistan remember the Tim Horton's Arid Cadpat coffee mug (see photo below taken of CFB Esquimalt Naval & Military Museum's cup) and the Tim Horton's baseball cap in Arid Cadpat. There may be other pieces that I don't know about... Well, I am sad to say that the museum DOES NOT have any Tim Horton's artifacts from Afghanistan as they speak volumes for the humanity of Canadians. Do you know anyone who would part with theirs? Also, photos of these items taken in Afghanistan would also be of great interest!

I can be reached at 17agregory@gmail.com or can be at CFB Montreal, 514-252-2777, ext. 2241.



Tim Horton's Arid Cadpat coffee mug.



BRANCH CHIEF WARRANT OFFICER'S CORNER



We are only in February and we have had great successes already. Indeed, on 28 Jan 2016, the NCR Logisticians celebrated the Branch Birthday. The event was a great success and everyone who attended were happy to have a chance to get together for a great activity. We also had the NCR Log NCMs' Mess Dinner on 28 Jan 2016 and once again, the evening was fantastic. We had a great meal, great company and the honour to have CWO Thibault, MPC CWO as our guest of honour. Lastly, some of our colleagues have been either selected for appointments, have been promoted or will be promoted in the course of the year and we should all be proud of their individual success.

Congratulations to all of them!

2016 looks very promising. The Logistics Branch Honours and Awards directive is completed and will be translated in the near future. Once translated, it will be published on our web page. The next projects that I will be engaged with are updating our NCM Management/Succession Directive and the development for the NCM Common Advanced Training. With the help of my fellow CPO1/CWOs, I am sure we will be able to complete this work in the coming months.

Finally, I will continue to represent your interests and I am looking forward to visit some of you during the coming year.

Have a wonderful day!

CWO P. Côté





A WORD FROM THE EDITOR!

Greetings fellow Logisticians



The next Newsletter is scheduled to be published 10 April 2016, I solicit your continued support by submitting your articles. The deadline for submissions is the 1 April 2016.

Remember that articles are required in a bilingual format and don't forget to include pictures. I'm always available and interested in your comments on how to improve our Newsletter and to hear all new and innovative ideas you have.

*Do not hesitate to contact me by email at
Pierre.Beauchamp3@forces.gc.ca or by phone at (613)996-4739*

SERVICE SECOND TO NONE

