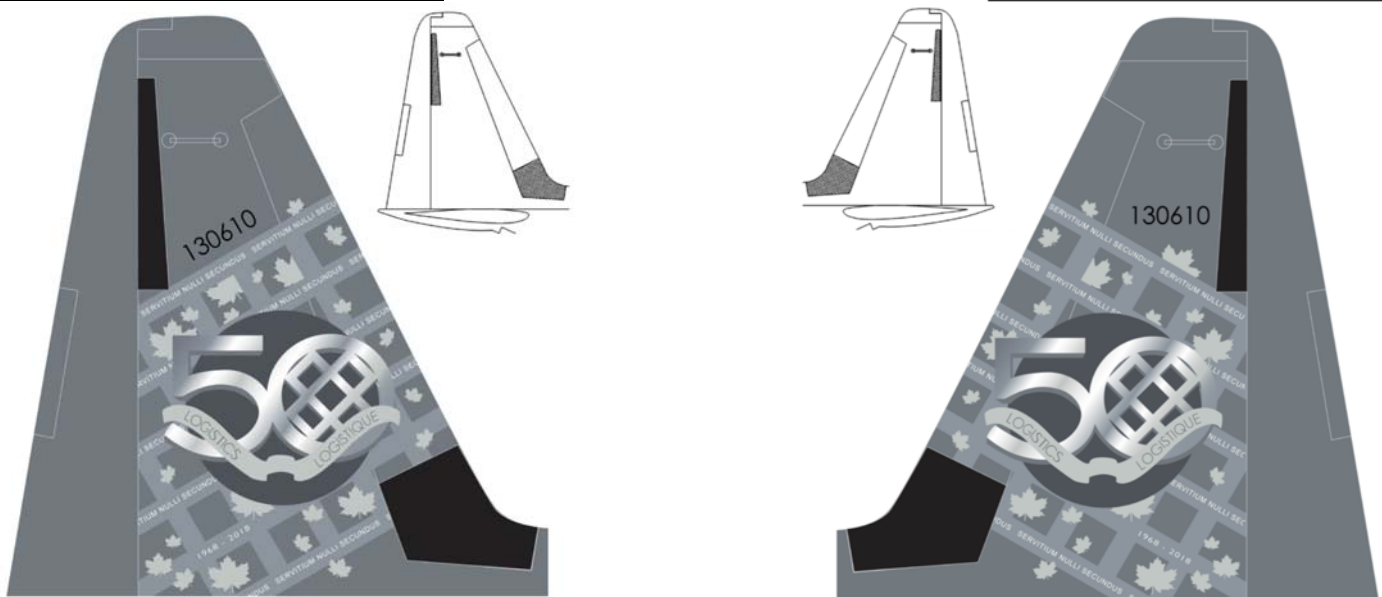


THE LOGISTICIAN

VOLUME 8, ISSUE 2

MAY 2018



In recognition of the outstanding support that the members of the Logistics Branch provide to the RCAF, the Commander of 1 Canadian Air Division has graciously authorized the temporary painting of the tail on a C130J Hercules Aircraft.

This aircraft will be seen from coast to coast to coast at Wings and airports in Canada and around the world.

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COMMANDER
1 CANADIAN AIR DIVISION



COMMANDEUR DE LA
1^{re} DIVISION AÉRIENNE DU CANADA

1 Canadian Air Division Headquarters
P.O. Box 17000 5th Forces
Winnipeg Manitoba R3J 3Y5

11500-WH-1 (A4 Maint Tpt/SAR)

17 April 2018

Distribution List

TEMPORARY TAIL MARKINGS FOR
LOGISTICS BRANCH 50th ANNIVERSARY

References: A. Email, A4 Replen, Request for Approval of the Air Log 50th Anniversary
Tail Art Project on an Air Mobility Aircraft, Wednesday 24/01/2018 2:31 PM

B. 1 Canadian Air Division Order Vol 6, 6-311, Temporary Changes to Finish
Schemes for CF Aircraft

1. The request at reference A to temporarily change the approved RCAF finish
scheme for aircraft CC130J 605 has been reviewed and is approved. All necessary
operational justification and documentation are in order in accordance with reference
B.

2. The temporary Air Log 50th Anniversary Tail Art may be applied in accordance
with the technical approval and shall be returned to the currently accepted Canadian
Armed Forces standard paint scheme in March 2019.


J.H.C. Drouin
Major-General

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 National Defence
Défense nationale

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Canada



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An Incredible Swim - Logistics Branch Flag in Comox

Cook Dives with Log Branch 50th Anniversary Flag 19 Wing Comox

By LCol Douglas Martin

A Logistics Branch cook stationed at 19 Wing Comox has made history by being the first to dive to a depth of nearly 60 feet, about 18 metres below sea level, with the Logistics Branch 50th Anniversary Flag and Pennant.

Corporal Patrick Espanola of 19 Mission Support Squadron made the salt-water dive in Tayee Cove, Nanoose, B.C. on 19 February with the safety assistance of fellow members of the Pacific Divers SCUBA Club.

“To me this Flag is building connections from here to the farthest coast,” said Cpl Espanola. “It shows how we support each other and we rely on teamwork.”

Cpl Espanola and his friends made the

30-minute dive under chilly temperatures.

“We wore dry-suits and dove to about 55 feet below the surface,” said Cpl Espanola. “The visibility wasn’t very good so we came back to about 35 to 45 feet for the photographs.”

Cpl Espanola has been a cook in 19 Wing Comox since 2015. He is a stalwart member of the 19 Wing community. Along with his membership with the dive club, Cpl Espanola has held executive membership in the Wing’s Auto Club and Woodworking Club, he is the Food representative at the Junior Ranks Mess, is a bartender for all three Messes at the Wing and if that wasn’t enough, he is a member of the Ground Search and Rescue team in the Comox Valley.

“I volunteer to help run clubs and to have better connections with our huge

family,” said Cpl Espanola.

The 50th Anniversary Flag Relay has already visited 11 countries and two American states. It has traveled a distance well over the circumference of the Earth at the Equator. The Flag will continue across Canada culminating with a special parade on Parliament Hill in Ottawa in October.





Logistics Branch Flag with 39 CBG HQ Vancouver



Proud members of 39 CBG with their Command Team and the Logistics Branch 50th Anniversary Flag. far left WO Todd, Between the Flags is Capt. Ng, MWO Morrison, Maj Corbeil, Maj Foort, WO So, Capt. Chen, far right WO Schindler



After a flight down the beautiful British Columbia coastline our Flag is handed over to 39 CBG from CFB Comox at the Abbotsford Airport. L to R: MWO Baker and MWO Murphy both of Comox, Sgt Low, Sgt Lavigne and MWO Morrison from 39 CBG
Photo: Pte Pereira of 39 CBG PAO



Sgt Low driving Sgt Lavigne co-driver both from 39 SVC Bn driving back to Vancouver from Abbotsford with the Flag proudly on display for all to see.

Photo: Pte Pereira of 39 CBG PAO



Basic Winter indoctrination exercise in Manning Park, British Columbia, 24 Feb 18. Log pers from 39 Svc Bn; 11 Victoria and 12 Coy Richmond.

L to R:

Front row: Sgt Marcil, Maj Foort, Capt. Ng

Back row: Lt Porta, Cpl Yu, Sgt Lysholm, Cpl Wang, Pte Schroeder, Cpl Crosby, Cpl Chaing, Sgt Stewart



Logistics Branch Flag in Chilliwack



L to R: Sgt Shelley, Cpl Barkman, Cpl Hart, Cpl Smith, & Cpl Cunningham

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The First Fifty Years
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Logistics Branch Flag in Atlantic Canada



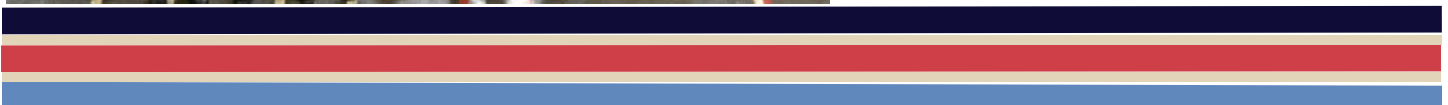
Just some of the many Logistics personnel from Gagetown standing proudly with the 50th Anniversary Flag.



Cpl Mason and Pte Jacques from Gagetown about to go flying with our 50th Anniversary Flag.



Logistics personnel from Saint John





Logistics Branch Flag in Atlantic Canada



Logistics personnel from HMCS Brunswick



5th Canadian Division Support Base Gagetown Detachment Aldershot

Back Row: Sgt Graig Gallant, PO2 Robert Trahan, Cpl Sabrina Hanson, MCpl Nancy Latreille, Sgt Peter Larsen, Sgt Christopher Jones
 Middle Row: Sgt Damon Eisnor, Sgt Angel Coffin, Cpl Lindsey DeEll, Cpl Misty Naugler, Cpl Sarah Gallant, Cpl Danielle Nicolle
 Front Row: WO Serge Breton, Capt Cameron Hamilton, WO Cory Daigle
 Photo Credit: WO Casey Welbourn



Logistics Branch Flag in Halifax



Just some of the many Logisticians that support operations in Halifax have their day with the 50th Flag within the walls of the historic Citadel Hill.





Logistics Branch Flag in Atlantic Canada



Accompanied by their Wing Commander LCol Weissenborn (far left) and WCWO CWO Maidment (far right) some of the many Logisticians from 9 Wing Gander gather for a picture in front of a CH 149 Cormorant Helicopter.



CES St. John's Logisticians enjoying a beautiful day on historic Signal Hill with the Logistics Flag and Pennant.



Logistics Branch Flag in St. John's





Logistics Branch Flag in Atlantic Canada



Our 50th Anniversary Flag flown over Charlottetown.



Logisticians from Charlottetown have their turn to stand proudly with the flag.





Logistics Branch Flag in Greenwood



All available personnel from 14 MSS Transport and Movements Sections.



14 MSS Postal Section.



14 MSS Admin and Fin Personnel.



14 MSS Food Services





50th Anniversary Celebrations

3 Canadian Division Logisticians Bonspiel

By CWO T.D. Stewart

The 50th Anniversary of the branch



Col Brodie throwing the ceremonial rock. Photo Credit: MWO Phil Fader

was celebrated in Edmonton with a curling bonspiel at the Edmonton Garrison Memorial Golf & Curling Club from 1 – 3 Feb 2018. The bonspiel had almost one hundred logisticians from a mixture of units in

3 Canadian Division showcasing their skills over the three day event.

The opening ceremonies were held on Friday 2 Feb 18, with special guest speaker Col K.D. Brodie from Ottawa and the 3 Cdn Div Senior Logisticians, LCol J.J. Parker and CWO J.D.C. Langelier. Col Brodie encouraged all the participants to enjoy themselves and be proud of the many achievements made by the Logistics Branch and to participate in the upcoming events tied to the 50th anniversary. After a perfect draw to the button, assisted by CWO Langelier, the regular curling draws continued.

At the completion of the thirty six game bonspiel the winners of the three events along with the team spirit award where presented by LCol J.J. Parker. The A Event was won by a team from 3 Canadian Division and Integrated

Personnel Support Centre skipped by CWO Langelier.

The B Event winner was a team from 1 Combat Engineer Regiment skipped by Sgt Dawe. The C Event was won by a team from 408 Tactical Helicopter Squadron skipped by Sgt Parent. The Team Spirit Trophy was presented to the LDSH(RC) team skipped by Cpl Forest whose team curled the entire Bonspiel dressed as Dr. Seuss characters.

A successful curling bonspiel was enjoyed by all the participants and many of the spectators from the Logistic community that visited cheered on the teams enhancing the Esprit De Corps that continues to grow within the organization.



*A Event Winner Lords of the Rings
Cpl Thompson, CWO Langelier, LCol Parker, WO Postluns, WO Carter
missing CPO1 Winkler, PO2 Morrell*



*2018 B Event Winners Legion of Broom
Cpl Blois, Sgt Dawe, LCol Parker, missing MS Cheekineu*



*C Event Winner 408 TWS
Sgt Lahey, Sgt Parent, LCol Parker, MCpl Back
missing Cpl Rae, Cpl Hutchinson*



*Team Spirit Award Winner Team Wubba Dubba Lub Lub
MCpl Grievous, Cpl Craddock, Cpl Winchester, Cpl Forest, LCol Parker
missing Cpl Armstrong*

Photo Credits: CWO T.D. Stewart



An evening rich in history for the Montreal / Saint-Jean region

by Capt Jimmy Pagé, G4 Supply 2nd Div CA

It is under the theme of our history and heritage that the celebrations of the 50th anniversary of the Montreal and Saint-Jean regions took place. The ceremonies began with a traditional birthday cake cutting on Feb 1st, 2018. Two ceremonies took place in each of the garrisons, the first at the 25 Canadian Forces Supply Depot (25 CFSD) th Supply Depot in Longue Pointe and the second at the Saint-Jean Garrison. The first took place in the presence of Lieutenant-Colonel Éric Soucy, Commander of the 25 CFSD and the second under the presence of Lieutenant-Colonel Guillaume Arcouette, Commander of the Technical Services 2nd Div CA.

The celebrations continued with a mess dinner on Feb 2nd, 2018 with the presence of logisticians from all ranks in the region as well as former logisticians now retired, organized by the Regional committee. It was held on the site of the second oldest garrison still operating in Canada, Fort Saint-Jean campus. Nothing better than being on a historic site to remember the importance that Logistical Services had on the French, British, American and

Canadian armies that had all moved through this historical site.

The guests of honor for the dinner were Colonel Christopher Zimmer, Commander of the Canadian Materiel Support Group



and Lieutenant-Colonel (Ret) Pierre Desnoyers, Local representative of the Montreal area Logistics Association.

We cannot ignore the presence of Mrs. Corona, curator Assistant of the Longue-Pointe Logistics Museum, guardian of our heritage.

During this evening, we had a presentation of the different uniforms that have been in

use during the past 50 years. It was the members of the 3rd Canadian Support Unit (3 CSU) who took the initiative to wear these uniforms and make a short presentation of each one. We must thank the Museum of Logistics and some private collectors for the loan of these uniforms that well embellished the evening.

In addition to the uniforms, we had a photographic presentation of logisticians performing their daily duties, in garrison, on exercise, and operational missions, over the last 50 years. These photos came from the Museum of Logistics which has a vast collection and had presented a few. We must admit they reminded many of the participants of past memories.

This year's event demonstrated that we can celebrate our history with originality and creativity and achieve an extremely successful celebration. It is by looking at the pictures of our history that we can appreciate the pride in all that the Logistics Branch has accomplished over the past 50 years. While we often work in the shade, we know that the success of the Canadian Armed Forces would not have been possible without the dedication and professionalism of all our Logisticians.



LCol (ret) Pierre Desnoyers OMM CD



LCol E. Soucy CD, Maj (ret) Michel Dagenais and Maj J-G Charland CD talking before the meal.



Strat J4 Transportation Training Symposium



Senior Logisticians gather for the Future of CAF Transportation

By WO Israel Gosselin

From the 23rd to the 25th of January 2018, Strategic J4 Transportation (Strat J4 Tn) held a National Training Symposium in the National Capital Region which saw the participation of more than 60 Transportation Authorities and Technical advisors from across Canada. The Symposium was officially opened on the first day by Director General Support – Strategic J4, Brigadier General (BGen) Rafter.



After welcoming all participants BGen Rafter shared his vision for the future of logistics and transportation within the CAF and how symposiums such as this one were critical in helping shape that vision. Colonel Herve, Director Logistics Programs, also addressed the participants, stressing the importance of being relevant and progressive in this ever-changing environment. If not, we risk being left behind.

The theme of this year's Training Symposium was: **The Future of the CAF Transportation – Assess, Modernize, and Measure**

The Training Symposium was further broken down in daily training sessions and discussion panels:

Day 1 Systems: Fleet Management System, National Movement Distribution System, Equipment Movement Orders, Automated Airline Hosting and Aircraft Tasking System and greening the fleet.

Day 2 Compliance: Transportation compliance framework and Road and Safety programs.

Day 3 Policy: Customs, Dangerous Goods and Updated transport manual.

Having been several years since the senior Transportation community

gathered, the symposium offered great opportunities to share ideas and concepts with Strat J4 Tn personnel. It also allowed Strat J4 the chance to introduce new emerging transportation technologies and the guiding policies that were developed to support them. Such a collaborative approach between HQ level organisations and Strat J4 Tn are vital in ensuring development of the right tools and resources that will be able to support all CAF future and present transportation activities. The Transport, Traffic and Movements working group sessions proved to be of extreme value as they were the perfect platform for exchanging new ideas, developing collaborative solutions to critical issues and fostering the community network. Keynote speakers were equally well received by all participants as they provided valuable information and help to better understand and support the future of CAF operations.

The Strat J4 Transportation Training Symposium proved to be so successful that preparations are already underway for next year's event!

Photo credits: Cpl Micheal MacIssac



OS Hub Europe

ISOs ON THE MOVE!

By MCpl Thomas Hynes

For many years now CAF personnel deployed on various domestic and international missions have lived, worked and often slept in facilities constructed of modular components based on the same dimensions and basic construct as ISO shipping containers. What we often refer to as sea/shipping containers or TEUs (Twenty foot Equivalent Units), the term ISO actually stands for International Organization for Standardization. The ISO's headquarters are in Geneva, Switzerland and currently encompass 162 member nations. Among its many responsibilities the ISO ensures that shipping containers are built to the same general specifications by all accredited manufacturers to ensure uniformity whether they are being transported by sea, road, rail or air. This standardization of dimensions and corner fittings ensures ease of loading/unloading, stacking, and transfer from one mode of transport to another. Prefabricated modular structures using the same ISO dimensions as shipping containers are used to construct a wide variety of office and accommodation complexes used by the military and industry. Utilizing the basic 20' container footprint there is a wide variety of configurations available in order to obtain the desired structural result.

For the past 3 years the Operational Support Hub Europe (OSH(E)) located in Cologne, Germany had maintained an ISO office complex comprised of four 20' ISO modules. This ISO complex was originally located at the

U.S. Air Force Base in Spangdahlem, Germany and served as the flight line office of OSH(E) until the Hub's relocation to Cologne in 2013. During this relocation the ISO complex was moved to Canadian Forces Support Unit Europe (CFSU(E)) in Geilenkirchen, Germany where it was nearly declared as surplus for disposal.

When Canadian Joint Operations Command (CJOC) established OSH(E) in Cologne as a strategic node to support deployed operations, its original storage and work-space was quite limited, so the plan was devised to move the ISO complex to Cologne to address this gap. As the infrastructure at OSH(E) grew with the addition of a headquarters building and a warehouse, the ISO trailers were repurposed as Surge office space in the event of a major operation such as a DART, NEO, or CAF mission opening. This Surge space was set up to accommodate a command team and was fully equipped with a half dozen work stations, a conference area, and separate offices. Equipped with DWAN and secure communication the facility was ready for activation on a moment's notice. Over the course of the next 3 years the complex was occasionally used for training or meeting purposes but never served as a step-up HQ for an operational or Humanitarian Assistance and Disaster Relief Task Force (HADR TF).

With the number of CAF personnel at Supreme Headquarters Allied Powers Europe (SHAPE) in Mons, Belgium quickly outgrowing their allocated footprint, OSH(E)'s ISO complex was identified as the perfect interim solution to address their immediate requirement for temporary office

space. In the summer of 2017, the decision was made to re-locate the ISO complex to Belgium.

Dismantling of the ISO complex began in Jan 2018 with the removal of the roof that OSH(E) had added in the spring of 2017 to address water infiltration brought on by the damp Rheinland winters (see Photo 1). Fortunately the same company that had installed the roof was able to salvage it for reinstallation following the complex's relocation to Mons. Two weeks later the four ISO modules making up the complex were craned onto four trucks for their shipment to Belgium (See Photo 2), leaving just the concrete footings and memories of a structure that had been part of OSH(E) since its initial establishment in Spangdahlem in 2010. The continual re-purposing of this ISO complex as it moves on to its third CAF home in Europe demonstrates how invaluable it has been to retain this additional semi-permanent office capacity and attests to the amazing versatility of this simplistic modular design.





11 Jan 2018: Contractors remove the roof from OSH(E)'s ISO office complex prior to its disassembly and relocation to Mons Belgium. Photo: MCpl Thomas Hynes

23 Jan 2018: Number 2 of 4 Modules of OSH(E)'s ISO office complex is craned onto a waiting tractor trailer in preparation for its relocation to Mons Belgium. Photo: MCpl Thomas Hynes



Two members of Canada's Formation Europe staff exit their "new" temporary office space in the centre complex at SHAPE. Photo: LCdr Michael McWhinnie.





SAVE THE DATE

Celebrating the Logistic's Branch 50th Anniversary

Célébrons les 50 ans de service de la logistique

50th Anniversary Logistics Ball
50e anniversaire bal de la logistique

Tudor Hall, Ottawa
 3750 N. Bessville Rd / rue de Bessville N, Ottawa, ON
 October 19th, 2018, 1800 hrs for 1830
 For all logisticians
 (military, civilian and spouses)
 Featuring the Sway Band, Central Band, and more!

19 octobre 2018, 1800 hrs pour 1830
 Avec le groupe Sway, la musique centrale, et plus!
 Pour tous les logisticiens
 (les militaires, les civils, et les conjoints)




Follow us on Facebook for event updates at:

<https://www.facebook.com/Logistics-Branch-50th-Anniversary-Ball-846559932170831/>

By: Markus Bruckmann

When a CC177 lands in Cologne, the OSH(E) Movement Control Centre (MCC) has 3 hours to remove the Class 1 cargo from the tarmac and transport it off the German base. This is due to strict time regulations dictated by the German Government and lack of onsite storage facilities.



DG Storage on Wahn Kaserne

Transporting Class 1 in Germany requires permits under the “Law for the Control of Military Weapons (KWKG)” which must be issued by the German government prior to any road movement. These permits require 30 day notice of movement which is often difficult due to either potential delays in the CC177’s arrival or an un-forecasted early arrival. In order to facilitate the process, OSH(E) has a standing agreement with the German government through the Canadian Defence Attaché (CDA) office in Berlin which enables free movement of various classes of DG to the Rheinbach Ammo Depot, located 40 kms from Cologne. The standing agreement is valid for a maximum of 6 months; prior to the expiration date, a new

application must be submitted by OSH(E) and approved as per the attached example.

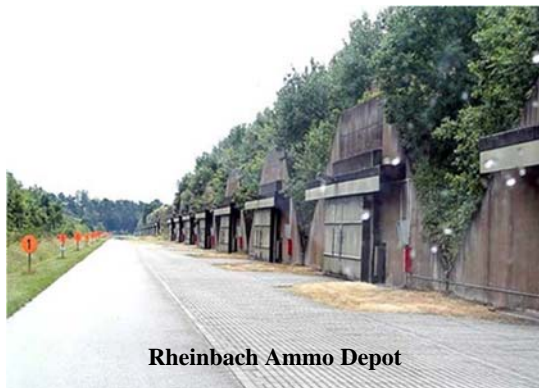
Once the freight is safely stored at the Rheinbach Ammo Depot, the OSH(E) Inbound Logistic European Area (ILEA) section begins the hiring process for a

commercial transport company to move the load to its destination. German law requires vehicles and drivers to be compliant with the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR). Once the contract is awarded to a qualified European DG transporter and the route has been established, ILEA will then



initiate the process to request Permits To Deploy for the countries through which the load is transiting. This route coordination information is critical to ensure each countries' individual ADR requirements are met, thus the Permits from each Transit Nation (TN).

Once all permissions have been



Rheinbach Ammo Depot

granted, the transportation company will be given copies of all TNs' Permits and customs documentation prior to loading the Class 1 onto its next conveyance at the Rheinbach Ammo Depot. On the pick-up date, OSH(E) will recheck the freight, oversee the loading, seal the vehicle, and ensure the driver has all documentation required. This complete process will allow the safe and uninterrupted movement of freight to Canadian operations in Europe.

(Continued on page 20)

Zagreb: Osijek, 2013. 402 str.
Ministarstvo Obrane Hrvatske
ISBN 978-953-6013-21-3 (gov. št.)

[illegible]

Markus is a German National Employee at the Operational Support Hub (Europe). He has been employed as an ILEA Shipper/Receiver/ Customs Agent since 2013. He received the Dangerous Goods qualification at CFLTC in Borden in 2016, and continues to recertify every two year.



Logistics Branch Secretariat
10CBN, MGen George R Pearkes Building
National Defence Headquarters



Operational Support Hub (Europe) Cologne Germany

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Occupational Updates

Being a SET Clerk at 1 Engineer Support Unit (1 ESU)

By MS Sara-Eve Parent
2 SET Ctk



Being a HRA with more than 13 years of experience, both in the Primary Reserve and the Regular Force, I was very happy to be posted to CFB Kingston in Ontario with my spouse. That being said, with a new posting comes new challenges, which came in the form of becoming a Specialized Engineer Team (SET) clerk at 1 Engineer Support Unit (1 ESU).

After realising that I had no clue what this unit does, I did some research and the Master Seaman in me got super excited about the fact that I was getting posted to a High Readiness (HR) Joint unit. For the first time in my career, I had to DAG green in order to be posted somewhere. That, to me, meant I was going to go on deployment. Upon receipt of my posting message, I immediately contacted my future supervisor to get as much detail as I could about my future job. She told me that I was going to be a SET clerk.

Basically, 1 ESU is divided in three SETs comprising one of the following

trades:

Refrigeration Mechanical Technician (RM Tech);
Plumbing and Heating Technician (PH Tech);
Electrical Generating Systems Technician (EG Tech);
Water Fuels and Environmental Technician (WFE Tech);
Construction Technician (CONST Tech); and Combat Engineer (CBT Engr).

1 ESU is often the first unit to deploy on a new mission in order to build the camp. They are also often the last ones out, tearing down camps after the mission. As a SET clerk, you have to ensure that your team is ready to deploy at all times, especially when your SET is tagged as the HR SET, meaning the next ones out the door. After making sure everybody on your team, including yourself, is "green", your next task is to book flights, hotels and initialize the claims. You then need to get some training on Microsoft Project Management.

As part of HRA duties, once on location, the SET clerk takes care of the team's pay and allowances, but that's not all! Being a SET clerk comes with unusual tasks for an HRA clerk. As you are trained on Microsoft Project Management, you have to be able to update construction timelines throughout the tour. Further, deploying with such a small team often means that you are the only support trade on the ground. This could result in a few more secondary duties, such as equipment buying, radio shifts, vehicle fleet management and so on. If you are nice enough to your team, they can even invite you to be the SET

photograph clerk and bring you with them on reconnaissance operations.

I have been at 1 ESU for eight months now, and I have to say that my experience has been excellent. Last November we went as a SET to EX NIHILO SAPPER in Sydney, NS. It was our first time going somewhere as a group. That exercise allowed me to witness how competent these soldiers are in their field. Moreover, the exercise enhanced cohesion and camaraderie inside our team. Having a sense of belonging to a group and feeling good about it is something that's very important to me.

EX NIHILO SAPPER was a confirmation exercise for our team, and we are now HR. We are now impatiently waiting for an opportunity to get out the door as a team again. We don't know where we will go, but we know we will perform as a team, because that's exactly what we are.

The SET clerk job is a bit different than a regular HRA job, that's for sure. But if you have some experience in finance, contracting, problem solving, decision making, a lot of curiosity and a sense of adventure, then you are certainly a perfect fit for this job. You should definitely consider talking to your Career Manager about a posting to 1 ESU.

In conclusion, 1 ESU is an outstanding unit to work at. I am not ready to be posted out yet, as I really want to deploy at least once with my SET. One thing I have learned in the past is that it is extremely important to like your job and the people you are

(Continued on page 23)



(Continued from page 22)

working with on a daily basis. That is what 1 ESU is providing me. I hope you too can experience what the 1 ESU family is.



MS Sara-Eve Parent, fourth from the right, with 2 Specialized Engineering Team (SET) at Nihilo Sapper 2017 in Sydney Nova Scotia.





Logistics Branch Fund - Subscription Form - Become a member!

Service Number Rank Name Initials

Unit Occupation e-mail address

I hereby volunteer to contribute to the Logistics Branch Fund in the amount identified according to my current rank. I understand that these funds will go towards Logistics Branch initiatives, enabling branch revitalization and esprit de corps for its members. I understand the information provided will be shared with the CFLA.

(Check applicable box)		
	General and Flag Officers, Capt(N)/Col: \$4/month to the Branch Fund; and \$2/month to the GOFO/Col Farewell Dinner Trust Account.	\$6.00/month
	Cdr/LCols and CPO1/CWOs:	\$3.00/month
	All other officers and NCMs	\$2.05/month
Method of Payment		
	Reg F - Pay Allotment (Code : Y013)	
	PRes F - Cheque (payable to Logistics Branch Secretariat)	

Member's Signature

Date

Unit Pay Office Action Completed by (Reg F):

Name, Rank, Signature

Date

Once unit pay office action is completed, a signed copy of this form shall be sent to:
Logistics Branch Secretariat (+Logistics Branch Secretariat@SJS LBI@Ottawa-Hull)
10 CBN, MGen George R Pearkes Building
National Defence Headquarters
101 Colonel By Drive
Ottawa ON K1A 0K2

The Logistics Branch Fund is open to Reg F and PRes serving members. Civilians and retired members are invited to join the Canadian Forces Logistics Association.



Operations

OSH(E) and Op PROVISION

by LCol Gord Hagar

Two year and a half years ago, DND was involved in a very worthwhile endeavour at the request of the newly-elected Liberal government. For readers who were tracking the 2015 arrival of our latest citizens new to Canada from their former homes in Syria prior to the Christmas holidays, you'll be interested to know that the Operational Support Hub (Europe) aka the Hub (for this article – so as not to detract from our “sister” Hub in Kuwait commanded by LCol Brook Bangsbohl at the time of this event) played a Comprehensive Approach role for the flights of 10 and 12 December of that year.

By way of a quick introduction, the Hub is located at the Bundeswehr (Bw) Wahn Air Force Base which is co-located with Cologne-Bonn International Airport (FKB); the two ramps are collectively known as EDDK. The Hub moved from Spangdahlem in 2013, had its official opening in July 2014, and in 2015 moved 3235 passengers, 116,429 lbs of cargo by air, executed 182 aircraft events (a landing or a departure is considered one event), and shipped 550,924.81 euros worth of DND materiel into or out of Europe. At the time of the event, a permanent staff (Cadre) of 1 x CSS LCol, 1 x Movements Captain, and two Tfc Tech Warrant Officers was augmented when possible by three Technical Assistance Visit (TAV) NCOs (1 x Tfc Tech, 1 x Supply Tech, and 1 x RMS Clerk [now an FSA NCM]) on 3 to 6 month tours, and Surge personnel as determined by CJOC HQ, the Command to which the

Hub belongs.

The Comprehensive Approach for the European stage of Op PROVISION began in early November and demonstrated: the necessity of the Technical Arrangement with our Host Nation Support (HNS) base; the camaraderie between the Hub and the German Air Force Special Air Mission Support Wing; the link with the Canadian Defence Attached Office (CDAO) Berlin and Canadian Forces Support Unit (Europe) [CFSU(E)], both of whom belong to VCDS Group; and last but not least the liaison established in the autumn of 2015 between the Hub and the German Bundespolizei (BPz) [the German Federal Immigration Police]. Through the CDAO, and with the permission of the CJOC Deputy Chief of Staff Support (DCOS Sp), direct liaison was authorized (DIRLAUTH) with the other CDAs for the Netherlands, France, and Greece, as well as the various Other Government Departments (OGDs) and Nongovernment Organizations (NGOs) expressing an interest in the Operation. Last, and definitely not least, bonds with Formation Europe and the Canadian Forces Health Services (CFHS) were strengthened as the roles of Military Policing and Health Service Support (HSS) were identified to monitor the flow of the two flights through Europe.

For the RCAF, it was a given that EDDK would be its continental Europe foot on the ground for refueling, flights Remaining Overnight (RONs), and diversions in the event of an in-flight concern. The Embassy staff were extremely busy interacting with German federal counterparts and the

various CDAs were also well-engaged in Host Nation interaction to develop contingency plans for RON alternatives should Germany decline the use of EDDK given that it was already a commercial rail terminus chokepoint for inbound refugees. During all of this discussion, events in Europe to cope with recent terrorist acts were generating European Union (EU) discussions concerning the war against ISIS of which the Hub was aware, but in early December the Special Air Mission Support Wing was given the “Move now!” order to deploy an aircraft and supporting troops to replace the role of the French commitment in the Syria campaign as the latter withdrew forces to bolster its own domestic security measures in the wake of terrorist attacks; this new task in no way diminished the herculean support offered by [its Commander at the time] Col Neumann and his Wing to facilitate the Hub task at EDDK.

As it became apparent that the Operation would transit through EDDK, the Cdn Ambassador to Germany, Mme Gervais-Vidricaire expressed an interest to visit the first flight refueling at the Hub. The BPz deputy chief for FKB (BTW, a University of Alberta graduate!) was phenomenal in her coordination to permit our Head of Mission to be expedited through the Airport, and Special Mission Support Wing was quite gracious in offering a runway-approved staff car to whisk her from the commercial nose dock to the military ramp. Unfortunately it was not to be, and we almost used CDA Colonel Tom Endicott RCME as the stunt double to wargame the VIP process but other security events

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OSH(E) and Op Provision

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precluded this training moment, and he enjoyed the circuitous drive from FKB to the Bw Passenger Terminal to observe the Operation.

Foremost in the Hub battle procedure was the Real Life Support (RLS) for the new citizens to-be should an ad hoc Interim Lodging Site (ILS) be required in the event of the aircraft being declared non-serviceable for whatever reason. Drawing on experience from other deployments and tracking the RLS demands of the other three non-Canadian based ILS, the Hub was able to coordinate temporary accommodation, feeding, hydration, ablutions, birthing, and gender-respective security screening areas for the passengers who would be extremely weary and unsettled from their ordeal. As well as mounting its own operation to Syria, the Bw facilitated all aspects of the military and contracted RLS for Op PROVISION. Concurrently, the Hub sought and obtained permission from both EDDK ramp fire brigade authorities to conduct a “hot refueling” while the passengers remained aboard. Again the BPz rose to the challenge, providing the third and outer-most intra-EDDK safety cordon while a Feldjäger (Bw MP) platoon provided the middle cordon, and the CAF Tactical Air Safety Officers (TASOs) maintained their vigilance as the inner-most on-board cordon. Should an individual elude these cordons, contracted Airport security and municipal police were also advised to be more diligent in their patrols.

To ensure all passengers were physically fit to fly across the Atlantic,

Major (Flight Surgeon Dr) Max Britt-Cote was seconded to the Op from CFHS Detachment Selfkant with his Medical Attendant, (then) Cpl Lewis, in the event the aircraft commander identified a concern. Traveling from Geilenkirchen both days, the duo established a mobile first aid post, call-sign Starlight, near the military ramp from which they could join the radio net established by the Hub in conjunction with Cologne Air Services, the commercial handler for all DND flights through EDDK at the time. The other asset sponsored by CFSU(E) would have been Provost assistance if the services of MP Sgt Brad Westerman had been required.

D-Day being 10 December for the first flight of 162 passengers, now known as Government Assisted Refugees due to their status enabling the BPz to return them to the aircraft should there be a deliberate or hasty disembarking, a two-member team arrived from 4 CFMCU on D-1 to assist with the aircraft arrival and departure process. As is so often the case, no ramp access badge information was in the EDDK database for either member so both NCMs required a Hub escort at all times once they crossed the contracted security point controlling access to all ramps.

Both flights were without incident although as per any event, lessons were identified, reinforced, and in many cases actually learned. Fortunately the two Starlight incidences were minor in nature due more to passengers’ nerves than anything but there was no doubt that both HSS members earned their yellow ramp safety vests providing that comforting Nightingale presence that

reassures so many travelers. Both EDDK fire brigade services were out in full forces, their massive foam trucks providing ample illumination for the winter evenings’ work assisted by the Feldjäger vehicles discretely tucked in amongst the other service vehicles.

So what were the Lessons Identified, you ask? Foremost, the RLS was never required but the preparation did demonstrate the CAF reliance on a tenuous Bw capability during silent hours and the 12 December flight was even more reliant on effective aircraft handling due to the almost complete stand-down of Bw services on weekends, especially so close to the national observance of Christmas vacation. The attendance of so many HN enablers at the 3 December CAF “At Home” emphasized all the multinational moving parts and many a business card was formally exchanged amongst Germans and Canadians alike. The excellent rapport between OSH(E), CFSU(E), and CDAO Berlin made coordination tasks much easier, and the granting of early DIRLAUTH was key to setting the conditions for Government of Canada success as other pressures competed for stakeholder attention. Lastly, HN opinion of our Operation meant that a December evening aircraft event under cover of darkness was in our favour; wargaming with the BPz senior staff ensured that neither FKB passengers nor local citizens were aware of additional refugees transiting through Cologne-Bonn airspace until a few days after the fact, and even that coverage was soon lost in the fury that was about to assault downtown Cologne.

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OSH(E) and Op Provision

(Continued from page 26)

I have always been a proponent of Total Force and the achievements of our Primary Reserve Chief Clerk and our Supply NCO, both in their Hub roles and as Movement Control enablers for Op PROVISION, emphasized that we are all one team. Sgt Wong and Sgt Theriault go back to their respective military roles all the more aware of what all is entailed in a comprehensive Combat Service Support undertaking.

Hopefully this brief article has whetted your appetite to inquire more about Hub operations both in Cologne and

Kuwait. In 2016 the Hub in Cologne conducted 187 aircraft events, handled 2717 passengers, and moved 59,343 lbs of freight by air, and 107,039 tonnes of freight by sea, rail, or overlander freight-forwarding at cost of 583,999.96 euros. We look forward to you visiting EDDK as a passenger, duty visitor, or Hub colleague.

Biography. LCol Hagar has served in numerous Combined Joint sustainment units, formations, and commands, and has participated in multiple Whole of Government events, in both bilingual and trilingual settings. He has been privileged to command OSH(E) since August 2015 and will hand over that responsibility to (soon-to-be promoted) LCol Andrea Keeping in July. He will assume his duties as Directing Staff (Sustainment) at the Canadian Army Command and Staff College (CACSC) at Ft Frontenac, Kingston later in August.

Op Unifier Roto 4

LOGISTIC SUPPORT TO OPERATION UNIFIER ROTATION 4

*By Capt S.F. Turner, JTF-U Contracts
Officer*

In the face of Russian aggression against Ukraine in 2014, Canada took a number of measures to offer international assistance. A large component of this is Op UNIFIER, Canada's military contribution to training the Armed Forces of Ukraine (AFU). Now on its fourth rotation, Op UNIFIER is evolving from a centralized mission – primarily focussed on training based out of the International Peacekeeping and Security Centre (IPSC) in Yavoriv – to a “Hub and Spoke” mission with operations occurring at multiple centres throughout Ukraine. These changes, along with other idiosyncrasies inherent to operating in Ukraine, have created a challenging

and exciting mission for our logisticians to sustain.

1st and 2nd line Combat Service Support (CSS) to Joint Task Force – Ukraine's (JTF-U's) approximately 200 troops is provided by the J4

Branch. Composed of 22 personnel from Garrison Petawawa, the branch is responsible for supply, transport, movements, maintenance, contracts, ammo and food services. 3rd line

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“Seacan alley” at the JTF-U CSS Compound houses most of the Task Force's supplies. Photo Credit: Cpl J.L. Gilbert



Op Unifier Roto 4

(Continued from page 27)

support is provided by 3 CSU and the Operational Support Hub in Germany. Sustainment flights occur on average once every two months, creating the need to both lengthen the sustainment planning horizon and rely heavily on local resources for support.

Real Life Support (RLS) is primarily achieved through agreements with the Host Nation (HN), contracts with industry, and local procurement. Doing business with Ukrainian companies has proven to be very different than in Canada. In Ukraine, contracts do not carry the same weight as they do in Canada. In particular, since our contracts are governed by “the laws in force in Ontario, Canada” and not Ukrainian law, many vendors treat our contracts as mere “gentlemen’s agreements.” On the same token, Ukrainians are reluctant to do business with someone they haven’t built trust with. It is therefore imperative that business be conducted face-to-face.

Providing the Task Force with its supplies has also proven different than in Canada. Our ability to locally procure is limited by local industry’s own supply chain. It is not uncommon for stores to run out of commonly purchased items, or for prices to fluctuate greatly with value of the national currency (the Hryvnia). Ensuring a reliable supply of goods to the Task Force while maintaining Materiel Accountability through regular stocktaking keeps Supply Section very busy. As the Task Force decentralizes, getting supplies to the right place at the right time will require more reliance on local procurement and continued oversight on Task Force



A MSE Op uses a Zoom-Boom to prepare the Compound for the installation of a generator. Photo Credit: Cpl J.L. Gilbert

holdings.

Transportation and movement support is provided by a small team of three, who are responsible for managing the Task Force’s fleet of military and rental vehicles, refueling the camp, receiving and retrograding shipments and postal services. With the mentoring and training of Ukrainian troops occurring more and more outside of IPSC, the reliance on rental vehicles has overshadowed our supply of green fleet vehicles.

Food services are primarily provided through the HN Agreement. JTF-U has an embedded Kitchen Officer (KO) responsible for ensuring the food quality meets Canadian standards. In addition

to this task, our KO has made excellent progress in mentoring and advising the Ukrainian cooks. New initiatives such as North American meal nights and a 21-day menu cycle have improved the skills of the Ukrainian kitchen staff and boosted the morale of JTF-U’s soldiers.

To this end, the J4 Branch on Op UNIFIER has the unique challenge of not only sustaining a mission, but also enabling reform within Ukraine. Examples of our sustainers mentoring the Ukrainians include: our ammo tech teaching NATO ammunition storage procedures at the Odessa Military Academy, our weapons tech exchanging knowledge about the repair of AFU weapons with his Ukrainian counterparts, and the J4 delivering a presentation on the DND Supply Chain and CAF support structure to the AFU General Staff Senior Logistics Officers, as well as conducting PD on garrison support structure with the IPSC G4. Working alongside the AFU while providing world-class CSS to our own mission gives Ukrainian soldiers the opportunity to pick up on our methods of sustainment, making them a more effective force on the battlefield.



Op Reassurance

Enhanced Forward Presence Battle Group (eFP BG) Latvia Ammunition Section Prepares for High Readiness

*By Capt Mike Muir, eFP BG Latvia -
Ammunition Technical Officer*

At all times, elements of the multinational eFP BG are at increased readiness - ready to react to deter aggression and if needed, defend the host nation of Latvia. In February, India Company of the 2nd Battalion, Royal Canadian Regiment was tasked as the Increased Readiness Unit. During their rotation, it was decided by Battle Group Command to exercise the loading of two days of supply (DOS) of all operational ammunition right down to the ramps of the LAV 6s. An exercise of this nature had not been completed during the first rotation here in Latvia, so it was necessary for the

Commander to know how long it would take until his LAVs were rolling into positions at full combat capability.

The magnitude of this task was quite large. It required close interaction between the Battle Group's Administration Company and the Logistical Support Group's (LSG) Ammunition Section. The exercise was to be executed as per Canadian doctrine. The A Echelon would carry the ammunition forward to the pre-staged Fighting (F) Echelon, which was in this case, India Company.

Complicating the task was the fact that the Canadian ammunition is stored in two separate locations on Camp Adazi, which are separated by approximately four kilometres. However, the ballet of fork lifts and Armoured Heavy Support Vehicle System (AHSVS) cargo trucks completed the task

successfully and without incident. Two Ammunition Technicians split between the two locations loaded just under 160,000 rounds of ammunition of all types: from TOW Missiles and 25mm LAV ammunition, down to 5.56mm ammunition for the C7 rifles, and everything in between.

The eFP BG is going to attempt a similar exercise again later in the rotation after implementing some lessons learned from the first exercise. I have no doubt we can leverage the close working relationship with Administration Company to get the delivery time even lower.





Operation NUNALIVUT



Joint Task Force Support Component
Operation NUNALIVUT 2018
Resolute, Nunavut -56°

Operation NUNALIVUT 2018 CAMBRIDGE BAY

By Maj A.V. Pleasance

Operation NUNALIVUT 2018 (Op NU 18) is a sovereignty operation in the high arctic meant to demonstrate the ability to operate in the harsh winter environment in remote areas, and enhance capabilities to respond to any situation in Canada's north. It also allows for the CAF to provide meaningful support to scientific research in the arctic, and to

demonstrate interoperability in the high arctic with foreign military allies and other Canadian government departments.

Op NUNALIVUT was conducted from two operating locations in Nunavut – Resolute Bay and Cambridge Bay.

Both locations were home to a Land Task Force element from 2 PPCLI conducting survival training and community relations, a Civilian Military Cooperation (CIMIC) team, and a Joint Task

Force Support Component (JTFSC). Within Cambridge Bay additional elements consisted of a combined dive contingent including clearance divers from Fleet Diving Unit Atlantic (FDU-A), combat divers, Canadian Coast Guard (CCG), and Royal Canadian Mounted Police (RCMP) divers conducting under ice dives from an austere site, and an Air Task Force (ATF) provided by 440 Squadron. The JTFSC was comprised of a wide variety of subject matter experts in supporting roles. These individuals were sourced from all over Canada to come together as a team and provide operational support to the Joint Task Force (JTF). While the JTFSC in both locations faced a number of challenges related to weather and equipment serviceability, it was evident that



JTFSC members lash Komatiks with the 1 Canadian Ranger Patrol Group (1 CRPG) prior to deploying to the austere dive site.

providing support from the Cambridge Bay location would prove to be uniquely challenging. The Joint Operations Area (JOA) consisted of multiple operating locations, limitations of a small northern community for the provision of goods and services, and the complication of being sited on an operational air ramp. Trades of all kinds came together to ensure there was adequate heat, shelter, fuel, water, food, vehicles, and

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JTFSC Vehicle Technicians and Mobile Support Equipment Operators help LTF prepare sleds for survival training.



(Continued from page 30)



MCpl Sara Othmane of 3 CSU assisted in the coordination of a community relations event with local women for International Women's day.

often worked outside the spectrum of their typical duties or positions. It was critical that throughout Op NU 18 the support component remained flexible, responsive, and creative when developing solutions to problems. Furthermore, the importance of a positive attitude could not be overstated. JTFSC members maintained a positive attitude throughout their time on ground, finding humour whenever possible. Ingenuity was demonstrated by the JTFSC members that created a hangar living space for the JTF, lovingly referred to as "The Hilton," rated second only to the local dive site tents used for Theatre Mission Specific Training (TMST), and known fondly

as "The Oasis." Operating in the high arctic winter required the JTFSC to rely on each other and succeed through a combination of varied skill sets and determination. Likewise, it exposed a number of junior members to the JTFSC structure and purpose. For some, this was their first experience working within a JTFSC and, hopefully, it serves as motivation to take

advantage of future deployment opportunities within one.



*JTFSC Detachment Operation NUNALIVUT 2018
Cambridge Bay, Nunavut*

All Photos by Cpl M. Poirier—Joyal (2 CDSB Valcartier, Det St-Jean)

Regular and Reserve, Serving and Retired Members

Find the CFLA online at: <http://cfla-alfc.com/> or contact your local Chapter:

Bagotville	Maj Janaya Hansen	Goose Bay	Maj Mike Campbell
Borden	Cdr Francois Turcotte/Fern Baillargeon	Greenwood	Maj Rod Chongva
Calgary	LCol Dave Sweeney/J.J. Martin	Halifax	Maj Jeff Forgrave
Cold Lake	Capt Sarah Oakley	Kingston	Capt Sheldon Hart
Comox	Lt Jason Hallman	Montreal	LCol Martin Huot (3CSU)/Pierre Desnoyers
Edmonton	MWO Phil Fader/Lionel Foote (LCol Heather Morrison)	NCR	Barb Macinnis/Andre Gariepy
Esquimalt	Cdr Jeff Watkins	North Bay	2Lt Kevin Linklater
Gagetown	LCol Adam Zima/Malcolm McCabe	Petawawa	Maj Nadin Tischauser/Rory O'Connor Altn: WO Mike Laughlin/Capt Nick Kriaris



50 YEARS OF SERVING CANADA AND THE WORLD

Our roots are over 100 years old and our martial traditions have been well honed providing excellent logistics service to Canada during two world wars, the Korean conflict and more recently in Afghanistan. We are the Canadian Armed Forces Logistics Branch with a mission to feed, clothe, transport, supply and administer to the diverse needs of the Forces and to those victims of war and natural disaster; wherever and whenever it might occur.

From Africa to South East Asia, the Balkans to the Middle East, the Logistics Branch of the Canadian Armed Forces has also earned an international reputation for excellence in the humanitarian evacuation and relocation of refugees.

Be it earthquakes in Haiti, flooding in New Orleans or here in Canada during ice storms, floods and forest fires, Logisticians are among the first Forces personnel called upon to respond at home and abroad.

Logistics is the largest branch in the Canadian Armed Forces. It includes active personnel of every rank and trade serving in the regular force, reserve units and other DND organizations as well as retired logisticians and DND civilians working in the logistics domain. All are represented in the Canadian Forces Logistics Association.

On 1 February 2018 the Logistics Branch will celebrate our 50th Birthday

The Branch remains firmly grounded in the quality and dedication of men and women who represent us as the Logistics Family of today. Yet, our 50th anniversary is a time to celebrate and collectively acknowledge the outstanding effort and professionalism demonstrated by those who have carried the load over the past decades. Due to the nature of our profession, we tend to focus on those we are supporting, not taking the time to truly appreciate our own real achievements as a Branch. We encourage you all to pause and reflect upon our journey, our many accomplishments, and our vibrant future!

It is very important that we commemorate this important milestone. The 50th anniversary Logistics Branch Organizational Committee is therefore extremely pleased to partner with one of Canada's leading watch designers, Time is Ticking Inc., which has a long and honourable record of creating watches that reflect our nation's great military heritage.

To show your pride in the Branch and its history, we are pleased to offer a Limited Edition 50th anniversary Logistics Branch watch. The slim-line watch has a Seiko Japanese movement, 24K, raised gold plating on its face, an engraved case back and a designer leather strap which is being offered in black, red and blue.

The watch will be delivered in an embossed velveteen collector's box. This limited edition commemorative timepiece will make an excellent gift. All sales are final.

The cost to you is only \$85.00 plus applicable taxes and postage. The watch is being sold far below its retail value of approximately \$220.00. Generous proceeds from each watch are being returned to the Logistics Branch Fund for them to use as a special initiative.

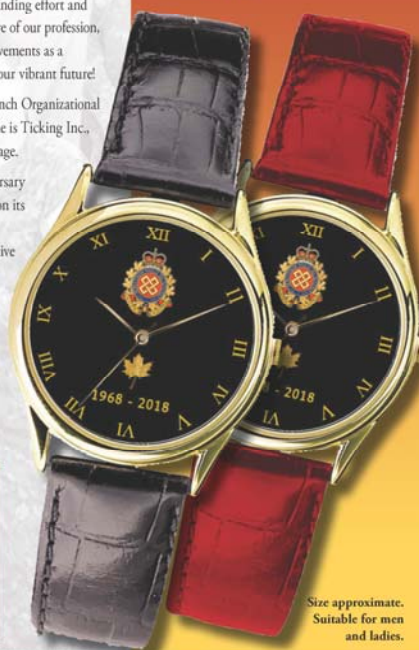
The Branch was founded on a proud tradition, one that hasn't changed over time, namely to provide the best possible support to Canada's military on land, sea and air. Anywhere. Anytime. Truly.

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Canadian Forces Logistics Training Center

Movements Officer Course 0031

By Capt Derek Vanstone



Photo: WO Frederic Lair

The 2018 Movements Officer Course was a pilot course conducted between 22 January and 14 February. Before the in-house portion, candidates were required to complete a distance learn pre-instruction package that outlined movement concepts and highlighted doctrine. The students were given a threshold knowledge test on the first day of course to ensure they had completed the pre-instruction package, and would be allowed to remain on the course. This concept is expected to be implemented with other CFLTC courses in the near future so that course time spent in-house can be scaled back.

The remainder of week one was a series of lectures designed to combine lessons on movements with the

Operational Planning Process (OPP). Candidates learned about topics including Operational Support Hubs, Tables of Organization and Equipment, Strategic Lines of Communication, and responsibilities of units like 4 CFMCU and key roles like the Task Force Movement Officer. Several guest lectures were provided in person and by VTC which proved to be an excellent resource.

Week two started with a reconnaissance of the Canadian Pacific Rail yard near Alliston, ON and the Hamilton Port Authority. Both locations offered outstanding subject matter experts that were able to answer almost every question in detail. Although the weather was less than ideal, candidates found being on site gave good insight into the full logistics required to conduct a move of personnel and equipment. Day two and three were spent at 8 Wing Trenton touring the airfield, receiving guest



Photo: Capt Karmen Hill



lectures from CBSA and 2 Air Mov Sqn, with a final exercise of reconnoitering the Mountain View Airfield.

Week three combined what the candidates had learned and witnessed by completing the

OPP. The candidates practiced the production of a movement estimate, giving an analysis brief, providing a movement warning order, and developing three distinct courses of action in just two days. For the remainder of the week they completed these assignments again in preparation for a multi-part performance check (PC). Candidates were able to present their decision briefs to Colonels and get the benefit of their experienced and insightful feedback.

The candidates spent the remainder of the course in full PC mode, complete with injects pushing them to think on their feet and use all the resources they had gained throughout the course. All 17 candidates

successfully completed the course and now look forward to applying their skills on taskings worldwide.



CFLA in Petawawa

PETAWAWA CHAPTER OF CANADIAN FORCES LOGISTICS ASSOCIATION OPENED IN PETAWAWA

By Captain Nickolaos D. Kriaris



We are pleased to announce that a chapter of the Canadian Forces Logistics Association (CFLA) opened in Petawawa. The objectives of the CFLA is to further the interests of the Logistics Branch and to provide a forum for the exchange of information. It is an association for Logisticians of all trades, classes and elements. The principal aim of the Petawawa chapter is to extend the mission of the CFLA within Petawawa and to provide a forum where past and present Logisticians can gather and enhance our Esprit-de-Corps and professional expertise. This includes our shared history, the enhancement of our professional skills through networking and development and uniting under one organization. We will be able to explore topics such as understanding our fore bearers; the Royal Canadian Army Service Corps (RCASC), the Royal Canadian Army Ordnance Corps (RCOC) and the Royal Canadian Army Pay Corps (RCAPC) as well as hosting various events to solidify our community and share our

successes.

As our inaugural event, we held a Meet and Greet on 21 September 2017 at the Petawawa Legion. Our Guests of Honour were the Logistics Branch

Integrator (Col Johnson) and RSM (CWO Côté), Canadian Army G4 (Col Quinn), the command team of 2 Service Battalion (2 Svc Bn) (LCol Kennedy and CWO White) and CFLA National President (Mr Page). The

event began with presentations by all guests regarding various aspects affecting Logisticians in Petawawa, across the country and overseas. Col Johnson presented the Logistics Branch and the challenges and efforts being made to unite the Branch especially in 2018 for the 50th Anniversary. Mr. Page presented a riveting exposure on the CFLA National Association and how the Branches unification efforts are encouraged to coincide with those of the CFLA. This was followed by Col Quinn who noted the importance of this local chapter to foster Esprit-de-Corps. LCol Kennedy summarized the opportunities and challenges facing all

Logisticians on current operations and exercises in the upcoming year. Finally, Maj Gaudet, 2 Svc Bn Senior Logistics Operations Officer (SLOO) presented the Logistics 50th year event summary including the Logistics flag run which will coincide with the annual Ironman Competition in September 2018 and the 50th Anniversary Parade on Parliament Hill. The event was a success and well attended by all ranks. We attracted new members and received positive feedback for future events.

With the high tempo of operations where many Logisticians in Petawawa are currently deployed on Op REASSURANCE and Op IMPACT and the many competing priorities, the Petawawa Chapter executive committee continues to meet on a regular monthly basis. Our focus this Spring is to continue to recruit new members, disseminate information and create a FB page. We are seeking retired Logisticians who live in the Petawawa region to join our chapter and want to participate in future chapter activities and/or share past experience with current serving members.

We hope to report back soon on our progress and our next event!





2018 Logistics Branch Bursary Program

This year's Logistics Branch Bursary program, funded through the Logistics Branch Fund, will have an allocation of up to six (6) bursaries not to exceed \$1000.00 each. Five of these Logistics Branch Bursaries will be awarded by the Logistics Branch and a sixth one sponsored/awarded by the Canadian Forces Logistics Association (CFLA).

The selection of successful applicants is not based solely on academic standing, but also on admission to a post-secondary institution, on a full-time basis, or an acceptable combination of education (successful completion of one or more years leading to a recognized degree, diploma or certificate) and a demonstrated need.

An applicant criterion prior to being considered on a competitive basis is as follows:

- Logistics Branch Bursary program is open to children/dependants of serving Reg F Logisticians and PRes Logisticians who are current Logistics Branch Fund members (PRes must have continuously served for the last two years as a minimum, CO endorsed);
- Applicants must be in or have completed their final year of secondary schooling and are preparing to attend or currently attending an institute of higher learning;
- Only candidates undertaking studies up to and including university undergraduate programs and have not previously received a bursary may apply; and
- Students entering a diploma or certificate program, usually of a shorter duration with reduced tuition, may be granted assistance at a lower bursary level as determined by the

Logistics Branch Bursary Review Board.

Those students who are about to embark in a post Graduate program or have been accepted under the ROTP program (RMCC Kingston or civilian university) are not eligible.

Along with the application form, applicants are to submit a short essay between 500 and 1,000 words, which describes themselves and should include family background, current activities (academic, club, sports, volunteer, etc.), personal interests, future plans, and provide the reason(s) why they should receive a bursary and include their financial needs. Essays are to be submitted in either official language of Canada, typed double-spaced on 8 ½ X 11 inch (216 mm x 279 mm) paper. The Logistics Branch reserves the right to authenticate all information pertaining to the application prior to making any decision.

The application form and essay must be received by **1 June 2018** and mailed to the address below. Unfortunately, application forms received late or without proper information and endorsements will not be considered.

For additional information please contact the Logistics Branch Secretariat / Adjutant at 613-996-4739.

Logistics Branch Secretariat
National Defence Headquarters
MGen George R. Pearkes Building
101 Colonel By Drive, 10 CBS J007
Ottawa, ON K1A 0K2

<http://collaboration-admpa.forces.mil.ca/sites/DI/Organizations/sjs/Log%20Branch%20Directive%204-002%20-%20Log%20Branch%20Bursary%20English%20Approved.doc>



Logistics Branch Chief Warrant Officer



If you recall, in my last article, I started by saying “What a fantastic year to be a Logistician!”

Well, since the initial events, the Logistics Branch 50th Anniversary National Committee and the Regional representatives helped by Activities OPIs are still working really hard to provide great events throughout the year. To name a few national events, the Logistics Branch Flag Relay is still going strong, the coordination for the Logistics Branch Week (October), the Parade on Parliament Hill and the 50th Anniversary Ball are being finalized and the “Branch Pictorial history”

book has been published by the Canadian Forces Logistics Association and can be purchased on line through CANEX. Once again, be engaged and participate whenever you can! This is OUR year and let’s celebrate together. If you need additional info, I invite you to go on the Logistics Branch webpage under the title “Logistics Branch 50th Anniversary”.

MGen (ret’d) McQuillan, Colonel Johnson and I had the privilege to go to Borden to attend graduation parades where the Logistics Badge was given to graduates who we welcomed as new members of the Logistics family. During our outreach visits, we continued to meet CFLTC students and had a chance to speak to them about how eager we are of having them join an elite group of people. Indeed, no matter where they are posted or their respective environmental uniform, we mentioned that we already count on all of them for their support and contributions. We also had a chance to talk to MCpls and Sgts and thanked them for their work and leadership as we definitely understand the challenges they deal with due to the many vacancies we presently have in many Occupations. But, rest assured, help is on its way!

Also, I would remind you all that we have a Logistics Branch Awards and Recognition Directive that can be found on our webpage. Please, take a few minutes to look at it and if warranted, nominate your deserving members as they certainly merit or warrant our recognition. You will find a “Fillable Annex” for your nominations but please feel free to contact me if you require additional information.

Lastly, during our outreach visits, what I am always surprised to hear is that the majority of our personnel do not know about or read “The Logistician” our Logistics Branch Newsletter. In each edition, logisticians will find great articles about what is being done within our Branch and the excellent work our members provide the Canadian Armed Forces every day. You should certainly be proud of your achievements considering the hard work you perform on a daily basis. Please remind your colleagues to read the Logistician as everyone will certainly benefit from reading it.

Until next time,

CWO P. Côté

The Logistics Branch Newsletter—Staying Connected!

Thank you to all who have contributed and provided input to the Logistics Branch Newsletter. As we continue to develop, we want to hear from you! It doesn’t need to be long (**normally 350 words but no longer than 500 words**) and don’t forget to include high resolution pictures. Please ensure articles are submitted in both official languages. If you have questions or feedback, do not hesitate to contact us at +Logistics.Branch.Secretariat@SJS.LBI@Ottawa-Hull or directly: Capt JW White (613) 996-4739

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