RAEME

CRAFTSMAN

The Corps of Royal Australian Electrical and Mechanical Engineers

ISSUE NO. 60 SUMMER 2008





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Milpo, Bandiana 3694

DEADLINE
1 May 2009

Please note: Photos should be in colour if possible, with caption included; if sent on disk they need to be scanned in at 300dpi and saved as JPEG or TIFF. Save your text in Microsoft Word. Send us your disk and photos and we'll take it from there.

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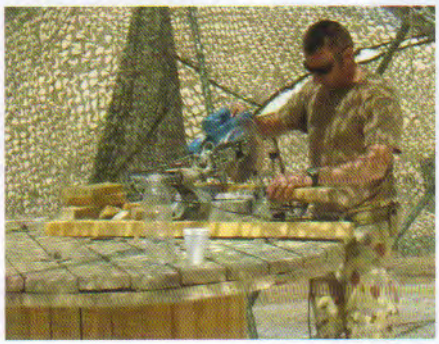
RAEME

CRAFTSMAN

The Corps of Royal Australian Electrical and Mechanical Engineers

ISSUE NO. 60 SUMMER 2008

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INVESTMENT PROPERTY SPECIALISTS

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Queensland Property Sales

Hi to all members of the Corps of RAEME. I am fortunate to have served in the Corps, although many years ago, and when I visit units now, I notice lots of technical changes but the camaraderie within RAEME units and Sub Units is still the same as it was when I was serving. I joined the Army in 1964 as a 19th intake Apprentice Vehicle Mechanic. Since leaving the Army and getting involved in property investing I have heard so many times from serving and ex serving Soldiers that they feel it is such a shame that no-one showed them how to create wealth early in their life using their defence advantage.

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M.A (Rick) O'Shea JP
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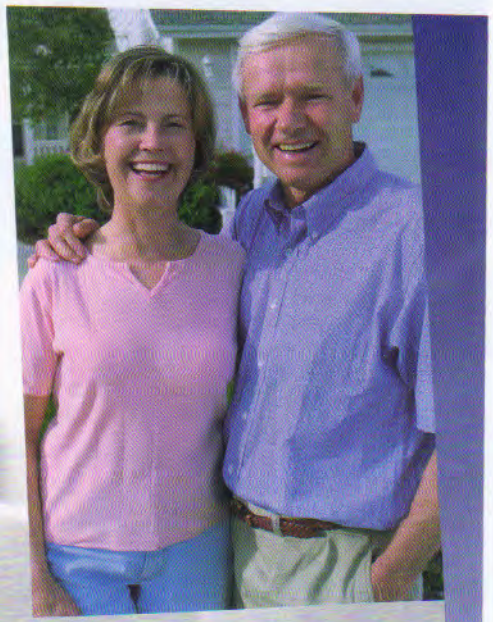
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head of Corps message



HEAD OF CORPS RAEME
Brigadier David Welch

As 2008 draws to a close, I would like to congratulate and thank all members of the Corps for the contribution they have made to Defence and Army over the past year. I am pleased to report that members of the Corps are highly regarded, busy and making a significant contribution to Army operations and capabilities - whether they are on operations overseas or supporting training and routine activities at home.

Early this year I had the opportunity to visit Corps personnel in Darwin. My visit included the 1st Armoured Regiment, which had only recently received its full compliment of Abrams tanks, and the 1st Aviation Regiment, which was soon to receive the first of the Tiger Armed Reconnaissance Helicopters. I was particularly impressed by the enthusiasm and determination that all Corps personnel were applying to tackle the inevitable challenges that are faced at unit level as new, complex systems are introduced to service.

In October I hosted the Corps Conference at Bandiana with the theme "Corps Spirit: past, present and future". The Conference brought together many members of the Corps from many units, our Colonels Commandant and representatives of the state associations. I was privileged to present Corps awards to Craftsman David Cromie (Craftsman of the Year, ARA), Craftsman Scott Campbell (Craftsman of the Year, GRES), Lieutenant Barbie-Anne Badcock (Peter Jennings Award) and 16 Air Defence Regiment (Golden Spanner Award for Best Equipment Availability). The Conference received briefings on maintenance systems, new equipment, manning issues, aviation issues and training, and presentations from Tenix Toll and Mincom (both companies are major sponsors of the Conference).

Immediately following the Corps Conference I represented the Corps at the reunion of Army Apprentices to mark the 60th Anniversary of the Army Apprentices Scheme. A great number of apprentices dating back to the first intake travelled from across Australia and from overseas to participate in the reunion activities. During the ceremonies a memorial was unveiled by the Chief of Army in the Memorial Park opposite the Bandiana Museum. Trainees from ASEME supported the memorial by constructing a scale replica of the original Balcombe gates. It was great to see many former members of the Corps participate in this significant reunion.

Throughout the year a group of retired members of the Corps have been working tirelessly to support our colleagues on operations overseas. Operation Spanner, Pack initially set up by RAEME Association NSW, who have since handed the coordination roll over to Queensland association, is an initiative to provide 'care packs' to each RAEME person serving overseas. To date more than 600 packs have been despatched - earning much appreciation from recipients (and much envy from members of other corps). This initiative has been supported by a number of commercial organisations, the RAEME Associations in other states and by the Corps Fund. I congratulate and thank the willing volunteers who have initiated and supported this great activity.

I wish all members of the Corps family the best for the coming Christmas season and for 2009.

Arte et Marte

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SO2 Corps report



Major Haley

2008 is rapidly drawing to a close and the operational tempo has maintained its head of steam through the last 12 months and will maintain this momentum for the foreseeable future. RAEME Officers and Soldiers that I have had the pleasure of speaking with during my time as SO2 Corps display a resilience and professionalism I know that not only the other Corps admire and strive to match, but also our civilian counterparts.

It is always easy to look at the glass being 'half empty' but I assure you that 'half full' is the perspective that the HOC Cell adopt on a daily basis when dealing with issues that affect the Corps. There are a number of ongoing initiatives to improve recruiting, retention and the provision of maintenance capability to Army. DTR-A, AHQ, DMO, TC-A, JLC and HOC are all working together to provide a sustainable pathway for the future. Some of these initiatives will be realised in the short term, while other longer term initiatives such as the LMMSR, CSS FSR, Trade Reviews, Trade Retention Bonuses and improved recruiting procedures will begin to take effect in the next three to five years. I urge all to be cognisant of these initiatives to enable you to provide guidance / support to your subordinates and peers when the day to day grind appears to be overwhelming.

The 2008 Corps Seminar was conducted 23 -24 Oct at ALTC. The theme for this year was 'RAEME Spirit: Past, Present and Future'. Almost 200 personnel represented the Corps and a number of ideas and opinions were expressed by both presenters and participants which have provided possible avenues for the Corps senior leadership group to progress a number of Corps issues. All presentations delivered during the Corps Seminar can be viewed on the Corps website.

The Pre Appointment Seminar for maintenance managers was again sponsored by DTR-A and conducted in the three days preceding the Corps Seminar. This year the Pre Appointment Seminar was made available to the wider Corps and over 50 personnel attended. The seminar focussed on contemporary maintenance issues and was very well received by the participants. I recommend you mark this in your diaries for next year as there are few opportunities for professional development in forums such as this. All presentations delivered during the Pre Appointment Seminar can be viewed on the Corps website.

As this is my last article before handing over the role of SO2 Corps to CAPT Scott Babington, I would like to take the opportunity to thank you all for your support and advice over the last four years. In particular HOCs, BRIGs: Welch and MaGahey; DHOCs COL Adams and LTCOL Stanton; RSMs: Fekete, Roberts and Burgess; Corps Warrant Officers Clarke, Luke and McLean who have provided sound guidance to the Corps through some particularly challenging times. I would also like to acknowledge the tireless (and often thankless) efforts of the Trade Managers and Training Developers at ALTC an AvnTC. Although not directly in the HOC chain of command, these organisations provide much of the horsepower behind the day to day addressing of Corps issues. Finally I wish to thank Mrs Lyn Callagher for her very active support of the HOC function and Major Graham Anderson for the enormous effort he goes to ensure that the spirit and heritage of the Corps remains the cornerstone of our Corps identity. Arte et Marte

Please Note that the November Corps Newsletter will not be produced this year as the Craftsman Magazine has been published earlier than previous years.

RSM report



WO1
Marty Burgess

As we all start counting down to the end of the year, I would like to take this opportunity to personally thank everyone for their contribution to the Corps. It would seem that the current tempo that we are working under shows no sign of slowing down, but with our strong corps spirit we will prevail.

The RAEME Cell in Development Group along with SO2 Corps, MAJ Haley have been working towards a resolution to number of issues, in particular retention and pay, that we as a Corps face. It is expected that a desired result will come to fruition in the next couple of months.

I would like to draw everyone's attention to Corps subscriptions as to enable the corps to continue to foster the spirit of RAEME we require more members. During my travels this year it became apparent to me that there is still a lack of knowledge in regards to the purpose of the Corps subscription. In a nutshell, Corps subscriptions provides a working capital for funding activities such as Corps awards, recognition of service, support for "Spanner Clubs", provisions for benevolent arrangements and numerous other projects. For a small fee you could be a member of a truly unique club. I encourage all RAEME Officers, Senior NCOs and JNCOs to ask everyone within their unit/workplace if they are interested in assisting with the maintenance and fostering of the spirit of RAEME. To subscribe simply fill out the enclosed application form in this issue of the Craftsman Magazine and see your Pay Rep to arrange an allotment from your pay.

The Corps Seminar for 2008 has been and gone with the Annual Corps awards being presented in front of the forum by the HOC. The quality of the nominations for all awards was outstanding and my congratulation to all of the recipients. As I have stated before our ability to recognise the efforts of members of the Corps is something that we do very well and I would like to thanks those who took the time to nominate their soldiers.

Throughout my travels this year I have had an excellent opportunity to get out and about and talk to many of you on a variety of issues. The knowledge that is gleaned on these trips allows me to provide valuable insight to the HOC and the DHOC and we have used the information to ensure that issues are heard at the highest level and addressed as quickly as possible. Unfortunately it is physically impossible to meet all RAEME members on my visits; I hope that next year we cross paths at a "Spanner Club", visit or other RAEME function. I value input from all soldiers so don't hesitate to come up and have a chat when you see me.

In closing I would like to wish you and your families a very Merry Christmas and a Happy New Year. If you are moving localities I bid you a safe journey on your travels.

Until next year

Arte et Marte



awards

INAUGURAL PRESENTATION OF THE CPL WILLIAM SINGH MEMORIAL BOARD

It was a proud and sombre moment at the Recovery Platoon for the inaugural presentation of the William (Bill) Singh Memorial Board for the Subject 4 CPL Recovery Course Session 0008. The passing of Bill Singh was a sad moment for the Corps and Recovery trade. The legacy of Bills dedication and loyalty to the trade of recovery mechanics lives on through the many members of the Corps who have benefited from his direction and vast experience over such an extend time frame. Bill Singh has provided an inspiration for the up and coming corporals of the trade.

The Bill Singh Memorial Board is to recognise the dedication and work ethos of one of the long standing character's of the recovery trade and Corps. The board is awarded to and records the student of merit of the recovery module of the Subject 4 CPL. The first recipient of the student of merit for the William Singh Memorial Board was LCPL L. Craig.



Session 0008 Subject 4 CPL Recovery Course.



LTCOL N. Stanton (ASEME) presenting the William Singh Memorial Board to LCPL L. Craig

CORPS AWARDS 2008

The winners of the 2008 Corps Awards were announced at the Corps Seminar in October. Winners of awards are listed below. Congratulations to all winners. All nominations for awards were of a very high quality. All nominated personnel are to be congratulated.



LT Peter Jennings Award
LT B. Badcock - ALTC

Artificer of the Year Award
WO2 B. Lund - 1 CSR

Regimental Award
WO2 M. Allanson - LSD

Junior Regimental Award
CPL M. Wardill - 5 AVN REGT

Brig Martins Encouragement Award
CPL G. Russell - 1 CSSB

ARA National Craftsman of the Year 2008
CFN D. Cromie - 17 CSR

GRes National Craftsman of the Year 2008
CFN S. Campbell - 11 CSSB

NSW Region ARA Craftsman of the Year 2008
CFN C. Hynson - SOLS

NSW Region GRes Craftsman of the Year 2008
CFN B. Nickerson - 8 CSSB

South Queensland Region ARA Craftsman of the Year 2008
CFN D. Clancy - 7 CSSB

Central Region ARA Craftsman of the Year 2008
CFN D. Fowler - 16 AD REGT

Central Region GRes Craftsman of the Year 2008
CFN M. Barrington - 9 CSSB

Western Region ARA Craftsman of the Year 2008
CFN A. Mudronj - 13 CSSB

Northern Region ARA Craftsman of the Year 2008
CFN A. Hyatt - 7 RAR

North Queensland Region ARA Craftsman of the Year 2008
CFN S. Lambourn - B SQN

Golden Spanner Award 2008
16 AD Regt

CORPS HERITAGE

It would be fair to say that just about every soldier who wears the RAEME hat badge has an awareness and understanding of the proud historical record and tradition of our corps. Some will have a far more detailed knowledge of the specific events and personalities that make up that rich tapestry.

One thing we all need to be aware of is that each and every one of us serving today are charged with the responsibility of being custodians of that proud heritage - today we are writing our corps history of tomorrow.

From the feedback the HOC team has received during visits conducted throughout the region over the past year and from the way RAEME elements continue to rise to the many challenges from both abroad and at home it is fair to say that the reputation of the corps is in pretty good hands.

The theme of this year' corps seminar – Corps Spirit, Past, Present and Future presented the opportunity to reflect of some of the established corps activities customs and traditions.

CORPS FUND

It is very pleasing to report that the Corps fund is in a sound financial position, largely due to the contributions made to corps subscriptions by both currently serving and ex-serving members. A more detailed breakdown of fund activities is provided in a separate article in this issue of Craftsman.

CRAFTSMAN MAGAZINE

The Craftsman Magazine has a long history within the corps and provides a comprehensive record of activities and personalities of the corps. The magazine is in it's 30th year of production.

Many of you would be aware there has been an extended break since the last edition of Craftsman. The mid-year edition for 2008 was not published due to a change over in publishers.

To date the corps has been able to produce the magazine on a cost neutral basis through the publishers selling advertising space in the magazine. The ability to present the Craftsman magazine to potential publishers as a viable advertising and marketing publication is directly dependant on the quality and quantity of submissions received from the members. The future of this magazine is reliant upon input from articles from units, members (serving and ex-serving) and associations.

CORPS INSTRUCTIONS

Corps Instructions are designed to be an authoritative source of information governing operation of Corps in purely domestic matters. Corps Instructions are provided to cover those subjects peculiar to the Corps and which are not specifically covered by other instructions or orders.

The good management, morale, tradition and standing of the Corps depends on the wide dissemination of, and compliance with, the policies relating to the Corps. Corps Instructions play an important role in assisting in these matters. All members of the Corps are to be acquainted with the contents of Corps Instructions and are to comply with both the letter and spirit of these Instructions.

Corps Instructions are available on the Corps Intranet website. Copies of corps instructions can be requested by contacting the SO2 Corps, at the Head of Corps Cell, Latchford Barracks, Bandiana, Vic, 3694.

CORPS AWARDS

The corps awards series is one of the most significant activities conducted by the corps committee and Head of Corps Cell. Annually the corps makes available 22 corps awards in recognition of individual and collective achievements. The corps fund contributes over $4,500 in prizes and awards.

LT Jennings – CI 22
Artificer of the Year – CI 11
Regimental Award – CI 11
Junior Regimental Award – CI 20
Brig Martin s Encouragement Award – CI 28
National Craftsman of the Year ARA/ARES - CI 17
Regional Craftsman of the Year - CI 17
Golden Spanner Award – CI 36

RAEME PORT

The Corps port is another long standing Corps tradition. The procedure for applying to produce the port and guidelines on what it involves is detailed in CI33. Applying and being selected to produce the corps port provides a unique opportunity to profile and acknowledge unit history and achievements. It also presents an opportunity to raise funds on a profit sharing basis between the unit and corps funds. The corps committee is calling for nominations from units to produce the 2009 Corps Port.

CORPS MERCHANDISE

The corps ceased to operate a 'corps shop' in 1997 when the Corps Directorates were disestablished. The responsibility for the production and sale of corps merchandise was transferred to the Army Museum Bandiana. Corps merchandise has continued to be produced and sold by each of the regional RAEME Associations, independent from the corps committee and corps fund. In recent years the Head of Corps Cell has undertaken a number selected corps merchandise productions. The main activities being the Prince Philip Banner Miniature and prints of the Corps Painting – AFV Repair in The Light Green, by K.G. McFadyen. The banner miniature is a limited numbered series of 600. The miniature has been released in 4 series with the final release of 501 – 600 of 600 to be released for sale in January 2009. Releases to date:

Foundation Issue	001-200 (sold out)
20th Anniversary Issue	201-400 (sold out)
Award Issue	401-500 (not for sale)
The Final Issue	501-600 (available from Jan 2009)

Prints of the Corps Painting are available from the HOC cell, Latchford Barracks, Bandiana, Vic, 3694 for $7.50.

OPERATION SPANNER PACK

Operation Spanner Pack is an outstanding initiative of the RAEME Associations. Initially run by RAEME Association – NSW, now being led by RAEME Assoc – Qld, Operation Spanner Pack is an activity whereby the RAEME Associations sponsor and sends packs of goodies to our RAEME and other Soldiers on operations in the Middle East, Timor and the Solomon Islands.

Spanner Pack does continue to enjoy the support of the CORPS Committee, members of the CORPS past and present and several sponsors, namely Smiths Snack food Company, GENERAL DYNAMICS Land Systems Australia, Lions Club Buderim, and Logistic Solution Australasia Pty Ltd. The RAEME Associations whish to thank our sponsors and we know the soldiers on operations really appreciate the packs that are purchased using the sponsor dollars and also the product provided by others.

You can see some of the thankyou correspondence received from our deployed Spanners below.

This project will be ongoing whilst we have our CORPS folk deployed. To date, this year we have sent Seven hundred plus packs, one hundred of these have been to other than RAEME CORPS diggers (mostly RAE, RAAOC, RAAMC) on operations in all locations mentioned.

association reports

RAEME ASSOCIATION QUEENSLAND

It has been a while since we last communicated.

You will see from the content below that we the Queensland Committee and our many hard working volunteers have not been sitting idol over the past few months.

The Association has a steady rate of growth with membership ticking along at a reasonable pace. I would ask all members to be on the look out for new members, particularly our current serving and recently discharged/retired CORPS members, as they are the future of these great RAEME CORPS Associations nationally.

AGM

Our AGM was successfully held on Queens Birthday long weekend at Bulimba. All the normal business was completed and a motion to amend our Constitution in relation to an additional category of membership, *Affiliated Group Membership* was passed. This will mean that in the very near future on your behalf the Committee will invite all Queensland based AEME/RAEME/REME/Apprentice Associations and Groups to become affiliated with the State RAEME CORPS Association. Most of these organizations mentioned, already informally have a seat at our Committee Table and this invitation, if accepted by them will simply formalise this process and give these organizations a formal vote and voice not only at the meetings, but also a direct official link to the Head of CORPS and COL COMDT structure. As I am sure you will agree this will further strengthen the concept of a robust RAEME family here in Queensland and we would hope bring the majority of our CORPS groups closer together in a spirit of greater cooperation and CORPS spirit. If you are a member of a group that would like to be affiliated we would be happy to receive your request.

RAEME RESERVE REUNION

I attended the Annual RAEME Reserve Reunion in Brisbane on the 17th August. The organisers should be congratulated for an excellent turn up and a well-organised activity. It was pleasing to see many of the past members of the CORPS in attendance.

The ladies did a sterling job collecting dollars and selling raffle tickets. The ever-reliable Brian Daly showed of his great cooking skills at the Bar-B –Q, well done Brian.

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We ask for your support and would welcome any donations of dollars, product and physical help in packing and dispatching these packs. If you can help, please contact any of the Committee members listed in the contact section.

Hope you all have a wonderful and happy festive season.

Raymond G. Norman OAM
Chairman



'The Spanner Pack Team'

RAEME Corps Subscriptions Form

Contribution to RAEME Corps Subscriptions is purely voluntary.

Corps Subscriptions Contribution Rates:		
Rank (retirement rank)	**Fortnightly Allotment**	**Lump Payment**
CFN – SGT	$1.00	$26.00
WO2 – CAPT	$1.50	$39.00
MAJ +	$2.00	$52.00



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Annual lump-sum payment - made out to RAEME Corps funds
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Methods of Contributions:
DEFCREDIT
BSB: 803205
Account Name: RAEME Corps Fund
Membership Number: 11832
Account Number: 20509705

Each contributor to Corps Subscriptions will receive a uniquely numbered Corps Membership Medallion. The membership medallion is designed on the St Eligius (Corps Patron Saint) coin.
Regardless of which method of contribution is chosen it is requested that this subscription form be completed and forward to SO2 Corps RAEME to ensure we have your correct contact details to enable us to send you your Corps Medallion.

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Rank:	PMKeys Number:
Appointment:	Unit:
Address:	
Suburb:	Postcode:
Email Address:	
Method of Payment:	
Amount of Contribution: $	

Forward this form to: MAJ G.M. Anderson, SO2 Corps – RAEME, Latchford Barracks, BANDIANA, Vic, 3688
Email: graham.anderson@defence.gov.au Fax: (02) 6055 2436 Ph: (02) 6055 4308

(*: If Applicable)

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TIEMAN
BUILT TO LAST

corps fund

The corps fund has been established for many years and has been used to contribute to the welfare of RAEME soldiers, to enhance esprit-de-corps and to assist in the capture and preservation of our corps heritage. Income streams into the fund have fluctuated over the years. For many years the fund benefited from income from the corps shop (when we had a corps school), contributions from RAEME units and subscriptions from corps members. The purpose and conduct of the fund is outlined in Corps Instructions.

A couple of the notable events made possible by the fund are the publication of '*Craftsman of the Australian Army – the Story of RAEME*', and the construction of the Craftsman memorial Statue and the surrounding memorial park at Gaza Ridge Barracks, South Bandiana. Corps funds also made a significant contribution to the establishment of the RAEME display at the Army Museum Bandiana.

After the disestablishment of the Corps Directorates the fund, along with a number corps initiatives, went into a period of very limited activity. Since the reinvigoration of the corps through the CA Directive 05/01 - Revitalized Head of Corps Function, we have been seeking to re-establish these corps initiatives.

Corps funds continues to provide a valuable resource to the corps. For example the fund expends over $4,000 each year on prizes for the annual corps awards.

In 2005 the corps relaunched the opportunity for voluntary corps subscription. A corps medallion was designed and minted based on the St Eligius Coin and is provided to all subscribers in recognition of their **ongoing** contribution.

Although the take-up of subscriptions has been slow the corps now has 618 members who have signed up as subscribers and are the proud holders of the Corps St Eligius Medallion, of whom 427 are paid up as current subscribers.

In recent years the vitality of the corps fund has increased considerably, largely due to contribution to corps subscriptions from members, both serving and ex-serving. With a viable income stream the fund is well positioned to meet its charter in fostering the well being of all members of the Corps. The P&L and balance sheet summaries are below.

RAEME Corps Fund Account
Balance Sheet
As of June 2008

Assets	
Current Assets	
Cash On Hand	
Cheque Account	$68,862.69
Petty Cash	$5.35
Investment Account	$147,187.94
Total Cash On Hand	$216,055.98
Trade Debtors	$2,000.00
Banner Miniatures	$2,310.00
Total Current Assets	$220,365.98
Corp Assets	
Corps Centre Piece	$12,900.00
Painting-Prince Philip Banner	$11,750.00
Painting-Corps Painting	$6,750.00
Silver Ash trays x 4	$1,000.00
Statuette LT Jennings	$2,350.00
Silver Rose Bowl	$2,275.00
Silver dish	$1,043.00
Total Corp Assets	$38,068.00
Total Assets	$258,433.98
Liabilities	
Net Assets	**$258,433.98**
Equity	
Corps Equity	$233,632.39
Current Year Earnings	$24,801.59
Total Equity	**$258,433.98**

RAEME Corps Fund Account
Profit & Loss Statement
July 2007 through June 2008

Income	
Corps Subscriptions	$11,940.68
Corps Seminar	$15,720.65
Corps Port	$3,681.72
Banner Miniature	$7,184.00
Other Corps Promotional Sales	$7.50
Freight Collected	$10.00
Miscellaneous Income	$2,981.42
Total Income	$41,525.97
Gross Profit	**$41,525.97**
Expenses	
Corps General Expenses	$4,897.00
Bank Charges	$75.00
Corps Awards	$3,124.00
Seminar Expenses	$12,665.05
Other Corps Promotional Items	$85.00
Subscription Expenses	$2,999.00
Regional Activities Expenses	$1,500.00
Insurance	$162.47
Total Expenses	$25,507.52
Operating Profit	**$16,018.45**
Other Income	
Interest Income	$8,783.14
Total Other Income	$8,783.14
Net Profit / (Loss)	**$24,801.59**

reserve's matter

ALTC PROJECT CELL

WO1 DAVID CLARKE

Hi again everyone, for those of you that don't know me, my last two years in the ARA were as the WO1 RAEME Trade Manager; during the posting I was part of the team that prepared the RAEME Ground Trades restructure for the Defence Force Remuneration tribunal (DFRT). I was also the Corps Warrant Officer in 2006 in the absence of a Corps RSM. I have been an Army Reserve (AR) member now for just over 12 months and my last posting in the ARA gives me a very good background for my current position in the Project Cell here at ALTC. My current project relates to identifying RAEME trades and a training continuum for the High Readiness Reserve (HRR), as well as dealing with trade issues with in the Reserves.

RAEME HRR TRADES

During my time as the RAEME Trade Manager, I developed a very good understanding for the issues which affect Reserve members. I believe a lot of the issues were addressed during the DFRT submission. Our main goal for the DFRT submission was to clearly articulate the skill sets and qualifications of our ARA and the AR members so that we could best employ (deploy) AR RAEME according to their qualifications and provide AR members with an achievable and rewarding career path. From this start point I am now in the process of developing RAEME HRR trades and a suitable training continuum, to achieve the capability which is required under the Hardened and Networked Army Training Model (HTM).

At the moment we have identified that the only trades suitable for HRR are Mechanic Vehicle (ECN 229), Mechanic Recovery (ECN 226), Fitter Armament (ECN 146), and Metalsmiths (ECN 235). Unfortunately, Technician Electrical (ECN 418) and Technician Electronic Systems (ECN 421) trades are not suitable for HRR because of the amount of training required to bring AR members up to the HRR level. AR ECN 418 and ECN 421 tradespeople out there who express a desire to become HRR members would have to be willing to commit to under take a long period of training on CFTS in order to complete the additional trade training. ALTC is still in the process of developing the promotion training continuum for these trades. Ex-ARA members may be considered for all HRR trades providing their training is still current for the rank and skill grade they discharged at.

The HRR trades are yet to be activated, as the new Defence White Paper may have further implications on all trades in Army. I'm sure there will be more information in the not to distant future, keep an eye on the RAEME Craftsman and the RAEME Newsletters for information that specifically relates to RAEME HRR.

ARMY RESERVE CONVERSION COURSES

One of the biggest issues affecting a number of the RAEME AR trades over the last few years has been the lack of conversion courses for new members. This effected members as they remained on trainee pay for extended periods of time. DFRT determination number 20 of 2006 now recognises that new AR members bring with them a trade qualification and therefore can now be paid a Pay Group (PG) once they have completed their recruit training. These members must then complete the RAEME Induction Course and a trade conversion course in order to progress to the next skill grade and PG. The RAEME Induction Course is the prerequisite for all the conversion courses as it provides the necessary under pinning knowledge for these courses. The RAEME Induction Course's PMKeyS number is 206769 and it can be run in your Unit by your training staff.

ALTC has also developed and scheduled most of the conversion courses. The courses being run this year are all available on PMKeyS. The names and PMKeyS numbers are as follows:

Fitter Armament ECN 146 PMKeyS 120140 - Fitter Armament Maintenance Techniques Course (as of 2009 to be changed to PMKeyS 120140 Small Arms Maintenance Techniques Course (AR));

Mechanic Recovery ECN 226 PMKeyS 120108 - IET Recovery Mechanic 1 Course (AR) and 120141 - IET Recovery Mechanic 2 Course (AR);

Mechanic Vehicle ECN 229 PMKeyS 203254 - Medium GS B Veh Maint Techniques course;

Metalsmith ECN 235 PMKeyS 203140 - Metalsmith Conversion Course (AR) Phase One;

Technician Electronic Systems ECN 421 - PMKeyS 120137 Combat Net Radio Light Repair Course; and

Technician Electrical ECM 418 - PMKeyS 120116 - Field Power Generation Course (AR).

So if you need to do one of them, talk to your Training WO about getting yourself panelled on one. The only course that does not appear on the current Training Command course schedule is the Combat Net Radio Light Repair (CNR Light) Course for the Technician Electronic Systems. We are currently in the process of getting this courses added to the Training Schedule.

ARMY RESERVE SUBJECT FOUR COURSES

All AR members must complete Subject Four (Sub 4) courses at each rank; this was highlighted as a result of the Trade Pay Remuneration Committee (TPRC) in 2004. ALTC has now developed these courses and the pilot courses have been scheduled to be conducted here at ALTC in Nov 08 (Sub 4 CPL & Sub 4 CPL Mechanic Recovery) PMKeyS No. 203011 & 203012), Dec 08 (Sub 4 SGT & Sub 4 SGT Mechanic Recovery) PMKeyS No. 203013 & 203014) and Jan 09 (Sub 4 WO & Sub 4 WO Mechanic Recovery these two courses do not have PMKeyS numbers as yet as the TMPs are yet to be signed off). Again the dates and session numbers are on PMKeyS. These courses have a pre-course component and a two week residential phase. Members can apply for Recognition of Current Competency (RCC) / or Recognition of Prior Learning (RPL) if they believe they already meet these requirements.

Discounted or Non-Discounted

As a result of the 2006 DFRT determination very few RAEME AR members should be on the Non Discounted rate of pay. Unless they are subject to TPRC issues (need to attend Subject 4 courses), or in the case of Technician Electronic Systems (ECN 422) or Technician Electronics Radar (ECN 419) have not yet attended their 421 conversion training. The 2006 determination clearly articulated the differences between ARA and AR members and remunerated them accordingly. AR members are already remunerated at a lower level to their ARA counterparts, based on their training and skill sets and should be paid at the Non-Discounted rate for their PG.

If you are experiencing problems with your pay and your APA can't help. Feel free to contact the current RAEME Trade Manager WO1 Kirwan Williams on 02 6055 4545.

JOESEPH HAROLD HARLOW



Joe joined the Army on 30 Sep 1946 and was discharged on the 8 Jul.1978. A career which contained 3 regimental numbers and three different Armies, the AIF - Interim Army, A.R.A. Special Reserve and the A.R.A. Prior to the Army was a brief stint with the RAAF, but we forgave him for that. You will see from the record of service the wide range and diversity of the units in which Joe served. Looking at this wide ranging experience it was no wonder that he was a font of knowledge for all of the younger soldiers. Joe was always available to lend a hand or give some timely advice.

Joe was always firm but fair with the soldiers under his control. Although maintaining a façade as a tough WO in reality he was pretty soft in the middle. I remember at 1st. Armd.Regt a "crafty" being late for the RSM's parade Joe saying I will deal with him. Later he was heard to say he won't do that again, I let have a good blast. When I asked the lad what had happened he told me Joe asked him why he was late, and he said "my wife had morning sickness". He was told in no uncertain terms OK but let me know next time.

In 1969 Joe was posted SVN. I was on the same flight. As we had a lot of spare time on the day of departure we had partaken of a few fizzy drinks by the time the plane took off. To our horror the plane had only Courage beer on board, so we decided to have a sleep and then have some more ales in Darwin. On landing in Darwin I went to the little boy's room and Joe went to the bar to get our drinks. On returning from my visit all I could hear was a very familiar voice telling the inn keeper that "I do not wish to buy your bloody air port all I want is two stubbiest ,you can stick them where the sun doesn't shine. I quickly said what about mine Joe, and he replied "at that price he can stick yours too.

Joe will be sadly missed by a great number of people all over this wide country of ours but most of all by those gathered here to-day. To kath and the girls and all of the grand children plus great grandies you have the best wishes and deepest sympathy from all of us gathered here today.

HARRY WAYNE SKINNER



Born :
07/07/1965,

Passed :
30/07/2008,

Served ARA :
09/11/83 - 26/11/03.

Harry is survived by his wife Sue-Ellen and three children Hailee, James and Mitchell.

Harry's Career in the ARA spanned over 20 years, and during this time he saw active service in East Timor under the flag of the United Nations and played a pivotal role in maintaining both the unit's field operational equipment as well as its morale. Harry continued his involvement with the A D F after his retirement when he joined TenixToll Darwin as their maintenance and service co-ordinator. Harry's life was dedicated to helping others as can be attested by all 400+ people who attended his memorial service held at Thorak Crematorium in August of this year. To some he was a loving father and husband, to others he was volunteer fire fighter; to the rest of us he was an unshakable friend and colleague. He will be greatly missed by all who knew him.

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JASON MEDWAY HOLLOWAY

Today Jasons' "other" family also says goodbye to one of its sons; for in every sense of the word Jason represented a member of the Army Family as well. On behalf of the Chief of the Army, LTGEN Peter Leahy, the Commanding officer and members of the 3rd Combat Service Support Battalion and members of the Recovery trade it is my solemn duty, but also privilege to bid him farewell publicly.

Craftsman Jason Medway Holloway enlisted in the Australian Regular Army in 2004 and commenced recruit training at the Army Recruit Training Centre, Kapooka. A mature, motivated and enthusiastic man, Jase quickly embraced the Army and successfully completed the rigors of recruit training.

Jase was a mature, quiet and respectful man. At work he was a no fuss soldier who could always be relied upon to complete set tasks, in fact Jase would often volunteer for tasks, as any day out on the road for Jase was a good day and an opportunity to learn and gain experience. Jase was well respected by his peers and superiors within the Battalion, but perhaps more importantly within the close knit team environment of the Recovery Trade.

Jase will be remembered for his can do attitude, his enthusiasm towards work and his commitment to being part of a team.

Kim, you have lost a loving husband, kids have lost a devoted father, and we in the Army have lost a mate.

Sadly we acknowledge the passing of the following members of the RAEME family. Our thoughts go out to their friends and families.

Wes Johns
Allan jago
Vivian Lowrey
Steve Coolahan
Mal Shaddick
Shannon Nicholas
Derek Peachy
Stephen Smalley

NEAL JOSEPH STEWART



Neal Joseph Stewart was born on 27 January 1967 in Birkenhead, United Kingdom to proud parents Viv and John.

Neal had 2 beautiful daughters from his first marriage who meant the world to him.

Neal joined the Army on 13 September 1988. He died just short of his 20 years service.

During his career Neal had postings to RAEME Training Centre, 1 Watercraft Wksp, 101 Fd Wksp, 3 BASB Fd Wksp, 3 CER which included a deployment to East Timor with INTERFET, 16 AD Regt, ALTC and lastly ENGSPO in Land Systems Division and Land Engineering Agency. Neal was passionate about mentoring and developing junior soldiers and he excelled at this while at ALTC. Neal was now the consummate soldier, professional to the core and totally dedicated to his job. This was particularly evident when Neal was awarded the student of merit on his Artificers course in 2005

In June 2007 Neal was diagnosed with Acute Lymphoblastic Leukaemia and was admitted to the Alfred Hospital, he had a number of complications but finally went in to remission.

Neal had a Bone Marrow Transplant in December 2007 and was progressing well. He was then readmitted to hospital in early May this year and had more complications and passed away on August 23 2008 with Sue and Bek by his side. From his initial diagnosis Neal spent 8 out of 14 months in hospital and Sue was with him nearly 24/7 throughout this time loving, supporting, encouraging and supporting him, fighting when he didn't have the strength to fight himself and fighting battles with certain factions in the hospital to ensure he was treated with respect, dignity and received the care he required.

Neal will be remembered for his sense of humour, love of life, and his tell it as it is attitude. In the last 14 months of his life he will be remembered for all of these things, but also his courage, bravery, inspiration to others and his amazing feats of beating the odds – he was called the "miracle child" on more than one occasion by the staff in 7 East at the Alfred Hospital. In his last week of Neal's life all the nurses were in tears whenever they saw Neal or Sue. Neal enjoyed lots of hugs and kisses from the nurses and doctors. The Nursing Manager asked "what are you doing to my nurses Neal they are crying all the time!" He then started giving orders so she jokingly told him off over the coffee she bought him and told him "it was her that works out the nursing resources on 7 East not him!" He is still very sadly missed by all the staff at 7 East.

Neal you will be sadly missed by all those that knew and loved you. Rest in Peace.

article

MAINTENANCE ENHANCEMENT PROJECT COMES TO AN END

They've visited 33 units in four cities. They've loaded more than 2500 Maintenance Scheduled Tasks (MSTs) into MMM, and they've trained more than 150 operators. After four busy months working with units to improve maintenance processes and increase the operational availability of unit equipment, the Maintenance Enhancement Project (MEP) is coming to an end.

Sponsored by the Directorate of Technical Regulation – Army (DTR-A), the MEP was initiated to address shortcomings in the maintenance system, including poor use of the MIMS Maintenance Module (MMM), low confidence in the value of MMM automated data and limited use of the MMM scheduling functionality.

Focused primarily on 1 Div and SOCOMD units in Brisbane, Townsville, Darwin and Sydney, the MEP's objectives were to standardise the end-to-end maintenance process, improve the use of MMM, specifically by helping units take advantage of MMM's automated scheduling functionality.

Using MSTs tips the balance from reactive maintenance to proactive maintenance. MSTs allow units to plan and forecast upcoming scheduled maintenance, reduce their reliance on equipment servicing boards and ensure equipment is serviced on time.

"Before the MEP introduced MSTs, we relied on other Batteries bringing their vehicles in for serving at the correct time," Tanya Bell, a Production Clerk at 4 FD REGT in Townsville said. "We used a whiteboard to monitor upcoming scheduled maintenance, but it wasn't reliable enough. We found that far too many jobs were coming in at the same time and we were getting behind. That just wasn't feasible with limited maintenance personnel and so many people on deployment or courses."

"Being able to forecast our maintenance liability out 15 months using MSTs is a big advantage. We now have more control over when servicing happens and can manage our workload more effectively."

To enable the use of MSTs, teams in each location completed the data entry activities necessary for the units to use the MMM scheduling functionality, including setting up scheduling work groups and transferring data held in GM120 log books.

At 5 RAR in Darwin, maintenance personnel had already recognised the benefits of using MSTs, but with 16 personnel managing a total of 120 Vehicles, they lacked the resources to enter the data. "Having the MEP team do the vast majority of the work needed to establish the MSTs was a major benefit," WO1 Brian Bosworth, ASM 5 RAR said. "We would have



eventually gotten the MSTs set up, but given our limited resources it would have been a long time coming."

To make the introduction of automated scheduling easier on units, process support tools, including quick tip sheets, a maintenance process map and multimedia clips were developed to help personnel complete difficult steps in the maintenance management process. MEP mentoring teams have also provided coaching for user operators and workshop personnel.

At 1 AVN REGT, workshop personnel were already using MSTs to manage their maintenance liability. Despite being ahead of the pack, the unit was keen to receive training and support from the MEP's subject matter experts.

"MEP has opened the door for us," LT Lisa Shearer, 1 AVN REGT GST Comd said. "We've had half a dozen people trained so that they can use the SDSS/MMM system, rather than pushing all of the burden onto one person. This is where the benefit for the regiment comes in. By getting involved with the MEP, we can get everyone using the system and make everyone's lives easier."

"When we were told there was an opportunity for an extra unit to get involved, we were keen to be part of the project," WO2 Mark Barnes, 1 AVN REGT ASM said. "We had already set up MSTs, but we recognised the advantage of having subject matter experts identify and fix our errors. At the end of the whole thing, we'll be using the MSTs and the MMM system as best we can, which will make us more efficient."

Although MEP focused on 1 Div and SOCOMD units, all units will benefit from the release of new standard jobs in MMM, streamlined maintenance processes and maintenance management tools. Units involved in the MEP can also use their new scheduling skills to set up MSTs for other equipment.

With the project now wrapping up, the units are keen to continue the focus on making maintenance better.

"MEP is making us more efficient by freeing up our time to focus on doing maintenance, rather than putting effort into administration," LT Lisa Shearer said. "By getting everyone using the system and involving them in the process, we can get everyone to take responsibility for their equipment."

For WO1 Brian Bosworth, continuous improvement is the key to units realising long-term benefits from the MEP, including ongoing maintenance of standard jobs and support for maintenance personnel. "A number of people have been advocating this for a long time," he said.

"MEP has put maintenance under the spotlight and we are seeing people higher up the chain asking questions. That has to be maintained so that we get continual improvement."

As the MEP comes to an end, the project has delivered a number of key achievements that will continue to benefit Army units into the future. These include:

On-site mentoring, particularly of ASMs and planning staff to increase MMM user competency, increase use of the MMM system, foster compliance with authorised maintenance processes and standardise maintenance processes.

Facilitated rollout of remediated Equipment Master Data produced by the Land Systems Division Maintenance Management Improvement Project to increase use of the MMM system, provide improved information to decision-makers and take advantage of improved data integrity.

Training and mentoring of staff responsible for entering equipment operating statistics to increase MMM user competency, increase use of the MMM system, foster compliance with authorised maintenance processes and standardise maintenance processes.

An End-to-End Maintenance Management Process Model to support the transition to standardised maintenance practices, foster compliance with authorised maintenance processes, provide a mechanism for continuous improvement and sustain the improvements introduced by the MEP.

Multi-media process support tools, including quick tips and multimedia clips to contextualise competencies learnt MMM courses and guide personnel through difficult steps in the process, thereby increasing the use of MMM, improving user competency and fostering a common maintenance processes.

A Maintenance Performance Improvement Tool (MAPIT) to help maintenance managers monitor performance and take prompt corrective action when problems are identified. This will foster compliance with authorised maintenance processes, thereby improving the operational availability of equipment.

For more information on the MEP, please visit: http://intranet.defence.gov.au/armyweb/Sites/DTRA/comweb.asp?page=118630&Title=Maintenance or email JLC-ArmyMEPEnquiries@drn.mil.au.

The End-to-End Maintenance Management Process Model and Support Tools will be accessible via Part 5 of ALI POL 6-15 (DSCM Vol 12) in the near future. In the interim, the process model can be accessed via Vol 7 of the DSCM: http://defweb.cbr.defence.gov.au/home/documents/departmental/manuals/dscm/.

For assistance using MMM, please contact the MMM Business Support Service Desk.

FROM LITTLE THINGS BIG THINGS GROW

The iconic Australian song From Little Things Big Things Grow describes the long and bitter struggle of Vincent Lingiari and the Gurindji people and the Lord Vestey controlled Wave Hill cattle station in the Northern Territory. From a simple man refusing to work for rations, it grew into a movement that helped Australia realise the promises of the 1966 referendum. Yet the title offers us so much more. From the moment of conception until our death, we continue to grow, often in ways that we could never imagine. A single event or a chance remark can alter the flow of our lives. What leads a young man to enlist in the Army as an apprentice? Did his selection board gain a glimpse of the big things he could achieve? What little thing occurs that sees him give a lifetime of service that will lead him to become the Chief of Army?

The Australian Army's history could easily be taken from this song's title. What little thing in the lives of the men and women who serve in the Australian Defence Force caused them to enlist and serve their country? Each of us has a story that involves a little thing that has caused us to grow. In my case it was my daughter Rayna, who inspired me to apply for long term schooling and eventual commissioning after completing my degree.

Long Term Schooling is perhaps one of the greatest privileges that the ADF can give to its members. Not only does it provide the ADF with a qualified individual who then returns to continue their service. It also allows the individual to broaden their horizons and engage a range of people that they might never have met. Fellow students from China, Zimbabwe, Bangladesh, India, New Zealand and Indonesia to name just a few joined me on the merry-go round of assignments, study and exams. During this period I was introduced to new technologies and old ideas dating back to the time of Newton. The only constant was that workload was destined to increase each year. The culmination of my time at the University of Southern Queensland (USQ) came on the 2nd and 3rd of May this year, where I finally received the degree I had worked so long towards.

It was at the graduation ceremony that the title for this article was born. The co-writer of the song Doctor Kev Carmody was made a doctor of USQ. He regaled us with the story of his life, and concluded with a live performance of the song. Despite having no formal education until the age of 10, he is a man who grasped the opportunities that presented themselves. Can we afford to do less with ours?

How many soldiers have left the Army without realising their full potential? We have all seen them. The young Infantry Section Commander who becomes disillusioned with the Army that they discharge from the Army, the tradesperson who is lured out to industry with the promise of more money. How many of these were a potential Monash or Blaimey?

It behoves all of us, regardless of rank or position to be that little thing in someone else's life and to encourage our people to loftier heights and goals. Because from little things big things grow.

article

CAREER TRAINING

BACKGROUND

RAEME Subject Four Career Courses were being run and conducted by the individual wings within ASEME. Training Management Plans (TMP's) have also been developed independently of each other which provided inconsistent requirements for RAEME trades. This had resulted in the wings developing their courses to varying degrees in different areas as they saw fit.

Inconsistent delivery included the fact that the in-house training provider delivered training for some courses but not others.

When it came time for people to attend the Subject Four Warrant Officer Course, it was found that people had varying degrees of skills and knowledge. This made it difficult to have a coordinated approach with the course content and people then required individually tailored learning to assist them.

Over the last two years a systematic approach to training has begun to rectify many of these problems and streamline the training so that there is a logical progression from one course to the other. This has required the identification of areas for improvement within the Subject 4 suite of courses. Careers Training staff assisted Dev Group in developing a new CPL TMP, with the SGT and WO courses to follow.

All this work has driven the idea that to better manage these career courses, they should be managed by one wing.

CURRENTLY

Due to the fact that Vehicle Technology Wing (VTW) had ownership of the bulk of the Subject 4 courses, VTW administration has taken on the courses and the staff that facilitate all Subject 4 RAEME courses. The new section created to manage this workload is now called Career Training Cell (CTC) and includes SMA training providers. Military staff represent the widest practical variety of trade groups.

CTC is responsible for the training of core subjects within the Subject 4 suite of courses while the content of trade specific training and its content remains the domain of the trade wings. This maintains consistency within the trade training areas throughout a RAEME tradesman's career.

The following staff from inception were:

OIC - Mr. Frank Romano
ASM - WO1 Bob Wood
Elec/Boffin - WO2 Mick Fernandez
VM/Fitter/Recovery/Metalsmith - WO2 Darrin Wright
Artificer course - WO2 Jon Spargo
Course managers - SGT Barry William and SGT Daniel Priems.

Staff for 2008 are:

OIC - Mr. Frank Romano
ASM - WO1 Craig McLeod
Program Manager – Mr John Gordon
Artificer course - WO2 Darrin Wright
SGT course - WO2 Rodney Hawksworth
CPL course - SGT Daniel Priems
Military Course managers/instructors - SGT Colin Goulding and SGT Troy McLaren
SMA trainers – Mr Chris Field, Mr Hugh Hanna and Mr Colin Shand
CTC is currently spread throughout the Bandiana and Bonegilla areas with plans to centralise facilities within Latchford Barracks where the facilities best meets the requirements of the courses.

COURSES

The content of the courses has dramatically changed over the last two years, with many changes still to occur. The main themes that the courses offer are:

S4CPL – preliminary design within the Local Engineering Change Management Process. Specific trade training for Advanced trades people and gap technical trade training in selected areas.

S4SGT – detailed design within the Local Engineering Change Management Process.

S4WO – Technical Investigation regarding engineering problems.

All the courses have elements of maths, engineering drawings, TRF and design, and service writing.

The Artificer course has had a major change in the fact that it has now steered away from engineering projects and become more workplace orientated. This course now focuses on the conduct of Technical Investigations and Route Cause Analysis (RCA).

CURRENT ISSUES

Plagiarism within the courses is a major concern, with CTC having to introduce steps to counter this problem. Trainees need to understand that it is important that work submitted in their name must be their own work .Unfortunately when a trainee decides to take a different course of action it results in disciplinary action with the possibility of the member being removed from course.

TMPs are being rewritten to stay ahead of current information being taught and to meet the requirements of the workplace. With this means the development of new information and new methods to put this information across to the trainees. This work will continue until all TMPs have been updated and the Subject 4 suite of courses more accurately reflects the needs of the workplace.

CAREER MANAGEMENT AND SCMA

THE REGION

The Soldier Career Management Agency (SCMA) is located at Fort Queenscliff on the Bellarine Peninsula in Southern Victoria. The Bellarine Peninsula guards the western side of Port Phillip Bay and is a playground for the city dwellers of Melbourne and Geelong. With a choice of the calm waters of Port Phillip Bay or the surf beaches facing Bass Strait, swimming, sailing, fishing, scuba diving and surfing are all popular pastimes. Nature lovers, too, will find plenty to explore, both above and below the surface of Port Phillip Bay. There are also numerous boutique wineries and a rich array of cafes and restaurants to tease the palate.

Most families of staff posted to SCMA live along the Bellarine peninsula from Queenscliff to Geelong, with some choosing to live closer to Melbourne in the vicinity of Point Cook. Geelong has a population of approximately 200,000 and offers significant employment, social and entertainment opportunities. Melbourne is less than an hour from Geelong and is connected by the three-lane Princes Highway. For those who don't want to drive, travel time by train is about one hour and terminates at Southern Cross Station in the centre of Melbourne city.

CAREER MANAGEMENT

The RAEME Career Management Cell has six staff:

MAJ Trish Hunt – CM of all WO1 and ground based WO2
WO1 Brian Angove – CM Aeroskills trades CFN – WO2
WO1 Phil O'Keeffe – CM ECN 146 and 235 CFN – SGT
WO1 Rick Cope-Proctor – CM ECN 229 CFN – SGT
WO1 Scott Burden – CM ECN 226, 418 and 421 CFN – SGT
WO2 Warren Elliott – Training and CM of all OJT

While some of our responsibilities, including presentation of eligible soldiers to the Personnel Advisory Committee (PAC) and development and promulgation of the RAEME posting plan are commonly known, we are also responsible for a range of other career management functions. These include: processing applications for discharge, transfer, reallocation, reposting and retention; representing soldiers to the Medical Employment Category Review Board (MECRB); and managing soldier career training development requirements. The RAEME CM team also provides information and advice to Head of Corps and contributes to the development of personnel management and Corps policy.



WHERE DO YOU FIT IN?

All soldiers within RAEME are directly affected by the quality of career management at SCMA. All officers are also indirectly affected as decisions made at SCMA have a flow-on effect to unit and Army capability. Career management is a three-way responsibility. Individual soldiers, their unit and SCMA are all responsible for ensuring that needs are met and desires are considered when manning Army. Without accurate and up-to-date information, provided mostly through the Electronic Preferences and Restrictions (EPAR) form, Career Managers have difficulty knowing a soldier's desires and personal career development aspirations. Another excellent way of getting your message across to your career manager is to make sure you have an interview every year. The CM team travels to all major locations annually and to smaller locations at least every second year. If we don't come to your barracks ask your ASM to organise a phone interview for you. We want to speak to every soldier every year.

For those of you who are approaching the more senior ranks we strongly recommend that you consider what you can give back to the Corps by being posted to SCMA. SCMA and DOCM-A are in the unique position of being able to select our own staff. If you have personal qualities of empathy and decisiveness, supported by strong interpersonal and communication skills then you are the person the Corps needs. A posting to SCMA is a significant achievement and an opportunity for influence, professional development and profile for soldiers and officers. Career Managers are well known throughout the Corps and wider Army due to regular interaction with Army Headquarters, Head of Corps cell, ALTC, DOCM-A and all workshops.

For more information about career management or SCMA in general, please check the website at:

http://intranet.defence.gov.au/armyweb/Sites/SCMA/comweb.asp?page=105099

ARTE ET MARTE

MAJ Trish Hunt
SCM RAEME

article

2008 NATIONAL WORLD SKILLS COMPETITION

BY CFN CROMIE

To be recognised by your peers in your chosen profession is one of the most rewarding honours you can ask for as a tradesman. The World Skills competition is a means of challenging young apprentices from around the country in all trades and providing pathways and opportunities for the future.

I was lucky enough to be nominated to compete in the 2007 State competition. This was unexpected and left me with little time to study. I came away with 1st place, a shiny Gold Medal and a place in the 2008 National Competition. The most rewarding prize was to be recognised as the best Heavy Vehicle mechanic in New South Wales.

In preparation for the National Competition I sought help from experts in each of the competition areas being- Auto Electrical, Transmission, Hydraulics, Electronic Diesel, Brakes and Engine Rebuild.

The Hierarchy of 17th Signal Regiment were very accommodating releasing me every Monday for 6 weeks in the lead up to the competition, to gain experience in electronic diesel engine management, at MTU Detroit Diesel located in Chipping Norton. This was much appreciated as Detroit Diesel had one of their mechanics in the competition as well.

The competition took place over three days and at Darling Harbour in the Sydney Exhibition Centre. Each event was squished into 3 hours, not even enough time to scratch your proverbial. While every one was nice and friendly before the comp, the dodgy advice was flowing thick and tripped up a few once the spanners started swinging.

The best of the best equipment was set up for us to wreak havoc upon, as you could imagine it's not quite the 1960's era Equipment that I'm used to dealing with. The fact that it didn't leak, drip or make any strange noises was a completely foreign concept to me.

At the conclusion of the competition a presentation night was held. The winners were announced and I placed 4th in Australia. Not to shabby for a guy that didn't realise that he signed up for a diesel mechanics apprenticeship. The disappointment was hard to swallow once I seen the scores and realised I missed out on 3rd by 1/2 a point and the gold medal by 1 1/2 points. But at the same time it has opened my eyes to the possibilities of work outside the Army, and I'm not talking about going to the mines which seem to be every second greaser's pipe dream.

The opportunities and challenges presented by the World Skills Competition were vast and very rewarding, at the end of the day they only served to make me more focused and more determined to succeed as a vehicle mechanic in the Army.

I would like to take this opportunity to thank the many people that supported me on this journey. United Tools came to the party with 2 massive Sidchrome toolboxes to the value of $3000. The CO of 17th Signal Regiment for his support, the staff at Wetherhill Park Tafe and most importantly the Corps of RAEME for kindly covering all the costs associated with the competition.



RAEME IN IRAQ - OP CATALYST

Australian Army Training Team Iraq - 8

BY CAPT M.A. SHEATHER

TAJI NATIONAL DEPOT - OC'S REPORT

BY MAJ ADAM HOGAN



Back row - L to R: MAJ Adam Hogan (RAEME), CAPT Michelle 'Shelby' Sheather (RAEME), WOFF Lee Hussey (RAAF), MAJ Steven Gamble (RAAEC), SGT Joe Hayward (RAAF), LT Michael Shaw (RAEMEation), CPL Jimmy Dwyer (RAAF), WO2 Jason 'JJ' Smith (RAEME), FSGT Andy Gillespie (RAAF).

Front row – L to R: CPL Tex McCullagh (RAAF), WO2 Daryl Wilkinson (RAEME), WO2 Neil Taylor (RAEME), SGT Grant 'Paddy' O'Leary (RAEME).

On the 26th of April 2007, RAEME tradesmen, RAAF tradesmen and officers began their journey to leave their mark on the Iraqi Army through the Australian Army Training Team Iraq – Eight (AATTI-8). What was to become apparent 7 months later, was that the Eighth chapter of the AATTI was to be the most successful since its inception into Iraq. Why was that? Well the reason is simple, they had loggies on the team to instruct the Iraqis, not just our Arms Corps brethrens.

The training team was split into two main elements; one lot down south in Tallil, and the other up north in Taji. The loggies went north while the Arms Corps types headed south.

The members of the Taji National Depot (TND) logistic training team at Taji consisted of RAEME, RAAOC, RAAEC and RAAF. The presence of RAEME in Iraq was limited but solid none-the-less. While I was XO of TND Supply taking care of our Aussie Roaches, and CAPT Sheather shared her time between both entities, the team at TNMD was headed by the token 'Edjo' officer (MAJ Steven Gamble AKA: 'the Home Ec teacher!'). We were all there to help train and mentor the Iraqi Army in many facets of logistics; however, this being an article for the RAEME Craftsman magazine, I will focus on the RAEME fellas at work over here.

In short the team at Taji was split into two. Half of the guys went to work at the Iraqi Army Service Support Institute (IASSI), while the other half to the Taji National Maintenance Depot (TNMD). The guys at IASSI trained the IA in the skills and knowledge required for

Level 1 trade training in welding, vehicle maintenance, generators and small arms maintenance. While the other guys at TNMD took the IASSI base training to the next level. They developed the Level 2 maintenance courses in welding, small arms maintenance and generator maintenance.

The guys at TNMD produced some extremely pleasing results. From humble beginnings (basically starting from scratch) to the successful completion of the three Level 2 Maintenance Courses that they conducted, the guys from TNMD can feel justifiably proud of their achievements. They can now see some Iraqi soldiers with an increased understanding of the importance of maintaining their equipment and the skills and knowledge to do so to the acceptable Iraqi Army (IA) standard (although this standard still has some way to go to reach our Australian standards). Overall, all of the training delivered was to a level no greater than what would be classified as 1st line unit level repair. The strange thing is that TNMD IA soldiers (Junude) were trained to conduct 4th line repair for the IA!!!!

I won't steal the thunder from the guys, you can read that in each sections individual stories, but the courses were brilliant. They did a fantastic job and proved that RAEME's (with RAAF assistance) "can do" spirit is alive and well in Iraq.

Arte et Marte

article

RAEME IN IRAQ - OP CATALYST AUSTRALIAN ARMY TRAINING TEAM IRAQ - 8

BY CAPT M.A. SHEATHER



Pictured from L to R Back row: SGT Witteveen, CPL McCullagh, SGT Lach, SGT Kelly, CPL Donovan, CPL Woodward. Middle row: MAJ Hogan, SGT Gorman, CPL I. Watson, CAPT Stanfield, WO2 Taylor, LT Shaw, CPL Sullivan, SGT Hayward, WO1 Luke, CPL S. Watson. Front row: SGT Dodd, SGT O'Leary, CPL Dwyer, CAPT Sheather, WO2 Smith, WOFF Hussey, FSGT Gillespie, WO2 Wilkinson, SGT Priems. Lying: SGT McLinden.

AUSTRALIAN ARMY TRAINING TEAM IRAQ- 8

Responding to the Howard Government's announcement for support to the Iraqi Army (IA) logistics system, Australia boosted numbers within Iraq by sending a Logistics training element. The Australian Army Training Team Iraq – Eights' (AATTI-8) mission has previously been focused on the training of enlisted soldiers. This training is conducted at the Recruit Training Centre in Tallil (Southern Iraq) and focuses on the delivery of the basic skills training required to be a soldier within the IA. With the added bonus of having RAEME and other loggies deploying with the training team the mission expanded to involve the training of the IA in logistic areas, in order to assist transition of the IA toward self-reliance.

22 RAEME personnel from ALTC, 10FSB, 3CSSB, 1FD Regt, HQ16Bde, 2FSB, 17 Sig Regt, 26 Tpt Sqn, 171 Avn Regt and 3HSB made up a large portion of the logistical element of the AATTI-8. The Training Team consisted of 79 personnel from both Army and Air Force; where 27 members formed part of the infantry minor tactics (IMT) training element, 40 making up the logistic training element and the remaining 13 forming the AATTI-8 head quarter element.

PRE-DEPLOYMENT TRAINING - CULTANA & DARWIN.

With extremely short notice a group of senior soldiers from across the country assembled as part of the AATTI-8. The team would be deploying to Camp Taji, approximately 30km north of Baghdad to a large military base that houses both Coalition and IA forces. No Australians were currently deployed there and our mission was set: to train, mentor and advise the IA towards self-reliance.

After most of us were given just three days warning, the AATTI-8 assembled for the initial pre-deployment training at Cultana Training Area, just outside Port Augusta in SA. The pre-deployment training, which commenced on 28 April 07 and went through to 11 May 07, was spread between Cultana (lectures, culture briefs, range shoots, first aid lessons, chemical attack training, kit issues and 9mm SLP qualifications) and Darwin (basic Arabic lessons and the Iraq/ Middle East cultural lessons). The weather was 'lovely' in SA as the rain and cool winds made our time on the range a great experience and had many people heading off to the Butt party to escape it.

At this time we were placed into our respective sections for the deployment. Our RAEME members were split between Taji National Depot (TND) and Iraq Army Support and Services Institute (IASSI). TND consisted of the RAEME and RAAOC members, a RAAEC officer and a few RAAF tradesmen thrown into the mix. The IASSI team consisted largely of RAEME tradies, a few RAAFie tradesmen and officers and a couple of Catering Corps members. So the bonding began and the friendly banter between the Corps and the RAAF was in full swing!

The team moved from 'sunny' Cultana to the warmer weather of Darwin for language training and Force Preparation Training. Consolidation of trunks and further kit issue's at 5 RAR was the last thing to complete before the farewell parade at Robertson Barracks with the OBG-W(3). From the parade ground it was off to the airport, to enjoy pre-deployment leave and see family and friends before the 6 month deployment.

THE DEPLOYMENT – CAMP TAJI, IRAQ

Once on deck in Taji, the teams went off to their respective work places to begin their training, mentoring and advising the IA towards self-reliance. A big ask when you consider what we started with. The following pieces, written by members of both IASSI and TND, RAEME and the RAAF, will give you an insight into what you can expect should the Defence Force call for another logistics team to deploy to Taji to improve the way the IA does maintenance. If you are lucky enough to get a guernsey, it will be a tour you will learn from and certainly never forget!

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SUPPORT AND SERVICES INSTITUTE (IASSI)

BY CAPT M.A. SHEATHER



The Australian IASSI Team on parade 17 Jun 07
Photo taken by 8243270 MAJ A. Herbert

IASSI – "Think of the Army Logistic Training Centre (ALTC). It is the Iraqi Army equivalent of ALTC", they said. An easy enough mental picture to make when you are at Cultana getting to know your team of RAEME tradesmen, many of whom are from ALTC. That was 26 April 07, day one of mission rehearsal training prior to deployment on Op CATALYST with the AATTI-8. We soon discovered the gulf between the mental picture and reality proved to be enormous.

The team consisted of a motley bunch of RAEME, RAAF RAEME equivalents, a RAAF EOD officer and a couple of cooks. The IASSI Honour Board reads:

MAJ Andrew Herbert. OC IASSI. (ARes, RAEME, 2 Force Support Battalion)

CAPT John Stanfield. 2IC/ SI IASSI Maintenance Wing. (ARes, RAEME, 2 Force Support Battalion)

FLTLT John Giffard. S3 IASSI. (RAAF, 1CLS/AOSS)

WO1 Steve Luke. ASM IASSI. (ARA. RAEME. Army Logistic Training Centre)

SGT Martin Dodd. Elec Sect IASSI. (ARA. RAEME. Army Logistic Training Centre)

SGT James Gorman. Veh Sect IASSI. (ARA. RAEME. 10 Force Support Battalion)

SGT Myles Kelly. Elec Sect IASSI. (ARA. RAEME. Army Logistic Training Centre)

SGT Chris Lach. Recovery Sect IASSI. (ARA. RAEME. Army Logistic Training Centre)

SGT Jason McLinden. Armourer Sect and S3 Cell IASSI. (ARA. RAEME. Army Logistic Training Centre)

SGT Julie O'Farrell. Catering Sect IASSI. (ARA. AACC. 10 Force Support Battalion)

SGT Dan Priems. Weld Sect and Interpreter Cell IASSI. (ARA. RAEME. Army Logistic Training Centre)

SGT Chris Witteveen. Veh Sect and Interpreter Cell IASSI. (ARA. RAEME. Army Logistic Training Centre)

CPL Penny Chappell. Catering Sect IASSI. (ARA. AACC. 2 Health Support Battalion)

CPL Dale Donovan. Veh Sect and Interpreter Cell. (ARA. RAEME. 17 Signals Regiment)

CPL Bill Ojeda. Weld Sect IASSI. (RAAF. 321 ECSS)

CPL Paul Sullivan. Recovery Sect IASSI. (RAAF. 6 SQN Amberly)

CPL Ian Watson. Armourer Sect IASSI. (RAAF. 322 ECSS)

CPL Stuart Watson. Veh Sect IASSI. (ARA. RAEME. 26 Transport Squadron)

CPL Brad Woodward. Veh Sect IASSI. (RAAF. 382 ECSS)

What started off as a mix and match bunch of poges from all over Australia, transformed into a force to be reckoned with by the time the IASSI Main Body landed at Taji on 14 June 07. It was straight into a whirlwind 3 day familiarisation of Taji including numerous briefs (because we did not receive enough briefs in Cultana, Darwin or Kuwait), driver familiarisation, life support familiarisation, IASSI familiarisation, etc, etc, until work at IASSI commenced on 17 June 07.

Since that day the IASSI team has not ceased in its achievement of goals. When we first learned of our mission and tasks, and then conducted our own mission analysis, it was all just words on paper. I could not have imagined how well this thrown together team would take the ball and run with it. You will read about the individual courses in the following paragraphs, so I will not steal their thunder. Suffice to say that, from an OC's perspective, it has been a privilege to work with this team. I have seen them confidently talking to the Minister for Defence, the Chief of the Defence Force, any number of visiting US and IA Generals, not to mention the media. They have talked about what they are doing for the IA; I have seen them engage with IA instructional staff and trainees alike. I have watched them receive awards from the IA staff for their efforts on courses and I have heard the warm applause they have received from the trainees at graduation ceremonies. They have done themselves and the ADF proud.

The Maintenance training capacity of the IA has been significantly enhanced by the work of the Australian IASSI team. IASSI may still be nothing like ALTC, but it is definitely a lot closer after the tour of the AATTI-8 IASSI team.

Major Andrew Herbert

OC IASSI

26 Apr – 01 Nov 07

IASSI MAINTENANCE WING

BY JOHN STANFIELD, CAPTAIN, 2IC IASSI/OC MAINTENANCE WING



Pictured above: Members of Maintenance Wing at IAASI, consisting of the Coalition members, both Australian and US, and the IA instructors. Missing, but not forgotten, are the interpreters whose faces cannot be shown.

Aussies from L to R, Back row: SGT Gorman, CPL Sullivan, CPL Donovan, SGT Lach. Middle row: CPL Watson, SGT Witteveen, SGT Priems. Front row: WO1 Luke (ASM), CAPT Stanfield, SGT Dodd, SGT McLinden.

article

The maintenance side of the Training Team was thrown together at short notice, with most of the tradesmen that presented at Cultana in April having less than a weeks warning of their involvement. There was a mix of trades and experience as well as a healthy representation from the Air Force. The last logistic element of an Australian Training Team had left Taji in 2005, in the time between then and our arrival most of what they had achieved had been lost, changed or traded away. What we faced was truly a blank canvas (a little off colour with a couple of tears in the middle, but blank none the less); the challenge was to create something worthwhile.

The wing was scheduled to provide training in six areas; Welding, Generator, Recovery, Armourers, Organisational and Regional Support Unit Maintenance. An early assessment of the wing indicated that work was needed to develop; course content, training systems, supply systems, facilities and instructors. We would also need to address power, OH&S and equipment issues before effective training could be achieved. In almost every case there was no simple solution to the problems we faced; hurdles that would not be encountered at home were par for the course in Iraq. Any dependence on the IA supply system inevitably brought with it disappointment, and the Coalition had a restricted budget to spend on the things we needed. Language was a constant challenge as was the IA punctuality and leave policy. Adherence to safety was a major concern. A quick assessment of the obvious breaches to standard OH&S had me convinced that it would only be a matter of time before injuries were sustained by the IA trainees and/or the instructors who worked in the wing.

All members of the IASSI team were required to use all their skills, experience, patience, will power and, at times, imagination to keep progress on track. The progress we have made in the time we have been here is exceptional; every area needing attention at the start has been addressed. It seems the IA supply system still has some way to go to achieve an efficient system. Goals have been achieved on a regular basis, hard work and dedication had AATTI members gain momentum early in the tour which was continued for the duration. The IA have played their part accepting advice from the Australians, at times with enthusiasm and at other times without. Self reliance is an achievable goal; in the past six months we have taken them to a point where they are able to deliver training. The next step is to develop their ability to recognise training needs and develop a continuum that is workable for their Army's needs.

IASSI WELDING SECTION

BY SGT DAN PRIEMS

Welding section was the section that no one really wanted, perhaps explained by the fact none of us were welders! By the time CPL Billy Ojeda and I were assigned to help the welding course most of the guys in the team were well settled into their own sections. I had previously been working in the Interpreter Cell with SGT Chris Witteveen and Billy had been working in various sections. We had a little less than three weeks before the first course was due to start.



SGT Dan Priems (arms folded) supervising an IA prac welding class.

There was only one IA instructor assigned to welding section, Ahmed. Ahmed informed us that there was only one welding machine, a Miller. Fortunately this is a self generating welder, as there was no mains power supplied to the workshop. Ahmed added that as there was only one welding machine in the section it was only possible for one in three students to actually complete a weld during the practical phase of previous courses. He had more good news for us, there were no theory lessons prepared for the course, no welding rods, no oxygen and limited PPE. Oh, and did I mention, he was going on leave until just before the course was due to start?!

Both Billy and I are vehicle mechanics and we relied heavily on SGT 'Paddy' O'Leary (our resident Aussie welder from Taji National Maintenance Depot) for advice making lessons during the lead up to the course and during the course itself.

As promised, Ahmed returned from leave a few days before the course was due to start. By then the lessons were ready to go and we had acquired enough stores from the Americans to make a go of it.

We were expecting a panel of around 30 students, eight showed up (apparently a good strike rate!). Ahmed proved to be a natural instructor and had very little difficulty in adapting to theory lessons. He had good control over the students whilst in the workshop. For a week the course ran well, all things considered, until Ahmed approached us just prior to knock off and calmly told us that he was commencing leave tomorrow. Ahmed informed us he would be replaced by another instructor called Ahmed who was a recovery mechanic. "Does he have any welding experience?" we asked. "No". Billy and I looked at each other, of course not!!

Because of this we took a more active role in instruction, rather than train the instructor we spent more time training the students. The new Ahmed did a commendable job considering the circumstances and was taking more and more responsibility for the course as it progressed.

By the end of the course the students could conduct a reasonable weld without any safety breaches. The course was cut short by a week, limiting our ability to further develop the trainees. Two weeks just isn't enough time to turn someone into a gun welder but we did manage to teach them how to use the equipment safely and conduct basic welds to a good standard.

Developments to date include a drastic increase in welding machines, equipment and PPE. We are also developing the trade and instructional skills of a second instructor and have in place a plan to increase the duration of the course.

IASSI RECOVERY SECTION

BY SGT CHRIS LACH

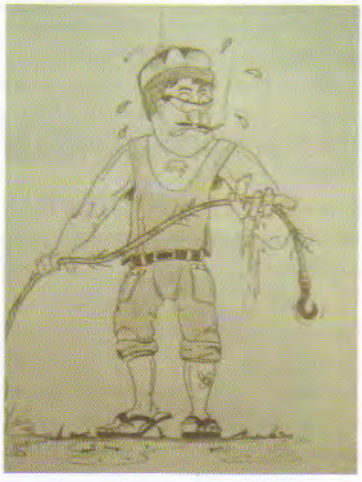
During my time here at IASSI, I was placed in the Recovery Section for a very short time. During my brief moment there, we were able to establish a good relationship with the IA instructors and finally create a foundation for our team.

Whilst new plans were being placed, word got around that I had a natural talent for drawing and coming up with an imaginative sketch for just about any requirement. Well, training aids were something that the Recovery Section lacked pretty badly. Since the language barrier with the IA was also a great challenge, I got the go ahead from the IA to draw up posters for the courses.



SGT Chris Lach at the Recovery classroom!

So there I was, with a list of training aids that the team came up with, and me sitting in the corner having a ball drawing posters for the section to use as a visual approach for the students. Unfortunately I was only in Recovery Section for about 2 weeks, but during that time I enjoyed the experience and was happy to contribute what I could to the team. Then I handed over the Recovery Section to CPL O'Sullivan and later SGT Lach, as per Part II of this article explains!



A favourite of mine!!!!..... Explaining simply how we don't come to work without the correct PPE and handle a winch cable.

Words and drawing by CPL Billy O'Jeda

Recovery Section - from another set of eyes!

After some initial staff shuffling, myself and CPL Paul Sullivan (RAAF) were slotted into the Recovery Section.

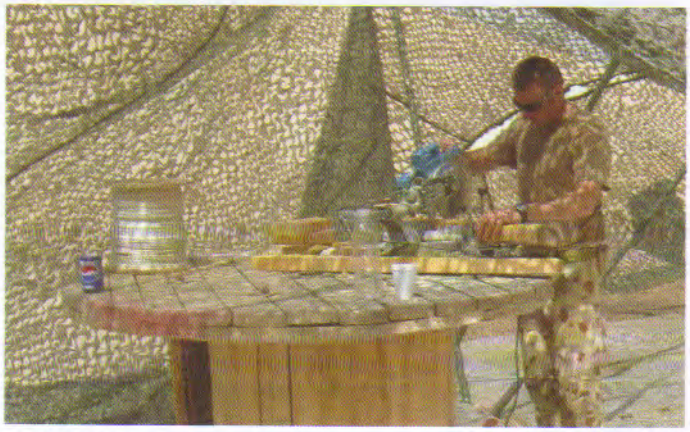
The initial impression of the instructional technique used by the IA was that an instructor gives a speech, and then every student climbs and clambers over any of the equipment to complete the task. If the rope was on the ground, they would step on it, if it was under load they would go under or over it. There was limited control over the students in regards to safety, but as we came to find later there never really was any control or safety.

The 'yard' contained an old American M816, six Russian Kraz (an oversized Unimog), a new International 30-Ton Wrecker and numerous wrecks as a result of previous blasts. The only down side was that the Wreckers all had at least one broken cable and missing parts. When the International returned from repair, the IA instructors operating technique was observed. They were constantly engaging and disengaging the winch whilst under load, which would eventually pull the cable through the crimp or break it, hence the cause of the broken cable mystery!

We developed lesson packages, as the current packages had many English language slides and concepts well beyond the average IA student's comprehension. One slide show had 60 slides of maths equations for loads which proved to be way too much for a class that can only just read and write. They were all good with their hands but not very theory based. We constructed a 'pulley board' for ease of learning the principle of mechanical advantages, something they could see and relate to better than the equations.

There were three IA recovery instructors, WO Sabeeh, SGT Hashim and CPL Ahmed. WO Sabeeh ended up as a maintenance manager and excluded from instructing. SGT Hashim and CPL Ahmed were utilised for the welding course and administration tasks, even though they weren't trained or skilled for it. We soon learned this was an example of a typical scenario within the IA!

At the time of writing this article, the Recovery Course had not run so we have done what we could for the instructors, but until a course was actually run we couldn't develop or critique the training any further.



CPL Paul 'Sully' Sullivan building a wrenching training aid.

article

IASSI ORGANISATIONAL MAINTENANCE

BY SGT JAMES GORMAN



L to R: WO Fandi (IA), CPL Paul Sullivan (RAAF), CAPT Jabar (IA), CPL Brad Woodward (RAAF), CPL Abass (IA), WO Sabeeh (IA), CPL Abass (IA), and SFC Donald Simmons.

The crew for Organisational Maintenance consisted of SGT James Gorman, CPL Stewart Watson and our token RAAFie, CPL Bradley Woodward. We were to work alongside the US Army mechanics assigned to IASSI.

We started the tour with a look at the workshop we would be working out of. It wasn't that bad. No electricity, no running water, and a large hole where a mortar round went through the wall. Not a bad start. We then met with the three IA staff responsible for the vehicle maintenance courses. To make a good impression on us, one of them proudly showed us a working V8 petrol engine. He found a battery and a tin of fuel, to show us that the engine worked. The battery was connected and then the fuel line, over the fan belt! Within 30 seconds the engine was running and fuel was flowing from the fuel line where the belt cut through it. Judging from this, we knew we had some work ahead of us!

The team set about looking at what the Iraqis had. We found the theory lessons were formatted as word documents and that they had four working Hum vees (two belonged to the IA and two to the US Army). We were informed that they were not allowed to remove anything off them, as they were operational vehicles. The only other things they had was two battle damaged Hum vees, which were in various states of disrepair.

It was decided to transfer their theory lessons from word documents to power point, with some pictures and diagrams. The fate of the two battle damaged Hum vees was to strip as much body work off one, to use as a cutaway vehicle. Then to go one further, we embarked on a mission to get the cutaway running. With a lot of assistance from the US tradies, a rebuilt engine, gearbox and transfer case were acquired. The hardest thing was to find a wiring harness in good condition. This was found in another damaged Hum vee. We all discovered by this time that the humvee is not made to be worked on!!

A course ran with CPL Woodward as the lead instructor for the Aussies. We found from that course; that you do not have to put a spanner to a vehicle to be a qualified vehicle mechanic; that if a course is designed to go for 6 weeks, it may only run for 3 weeks and still cover the same content while working 4 hours a day; that the IA instructors had little knowledge of the Hum vees! As we were here to 'mentor' the IA to train their own, we started slowly teaching the IA instructors the finer workings of the vehicle. The other cultural aspects were well beyond our capabilities.

By the end of the course, the workshop was looking like a training establishment. The floor layout was set to allow for three training areas, with engines setup on stands for training. We still struggled for tooling or repair parts for the students to use, but as they say in Iraq 'Em Shal-lah'.*

Note: * "Em Shal-lah" – translates to "As Allah wills it; meaning - don't worry, it'll happen (eventually!).

IASSI GENERATOR MAINTENANCE

BY SGT MYLES KELLY AND SGT MARTIN DODD

The generator repair section (whoops did I say repair, I meant training section) has been constantly involved in repairs of many of generators around the Taji area. Since arriving at the IASSI in Taji, we discovered that the Generator course, which is a new course, did absolutely nothing with generators, only water pump motors. This showed us that we had our work cut out for us! The language barrier was not the only one we had to breach prior to the next course. We had to try to teach the IA instructors a little bit about Electrical theory. This was a problem as the IA decided that when it came to learning, it was time to go on leave (Maliq you will haunt Doddy for the rest of his days!). In fact, when it came time for the IA to teach the course it seemed many of the IA had leave. With Myles fixing everyone's generators and other superfluous electrical equipment, this left Doddy and an Interpreter to construct 16 PowerPoint presentations (including Arabic translations) and to teach the course. It is very hard to teach the IAs all about generators when there were no generators to show them (thanks General Wareed!). Even with "Em Shal-lah" (As Allah wills it) being the catch cry of the Tour, the generator course still managed to run, with all students passing.

Steady progress was made with the course and many other IA units have relied on the Australians to repair many of their generators (including just an engine block attached to an alternator).

Much was achieved in the last six months, but there is still a lot more work to finish off. At the completion of three courses, the IA staff seem to have the hang of basic alternator theory; how to make electrical connections to, and basic maintenance on, small, medium and large generators.

That pretty much covers our dusty six months in Iraq.

Arte et Marte.

IASSI ARMOURERS COURSE

BY SGT JASON MCLINDEN

The Armourers Course had two Aussies helping, CPL Ian (Jidoo) Watson (RAAF) and SGT Jason McLinden. When we arrived at IASSI the Armourers Course was already running in its own special Iraqi way, so we sat in to see how it all worked. We decided we needed to get together with the instructors to see where they thought they were heading and sort out where they required help.

Our first task was to convert the theory presentations delivered on the course from word to power point. We spent time developing the content of the presentations, adding photos and technical content to make them a more useable product. The next port of call was to enhance the training environment for them, the classrooms they had were good but not perfect for the job. There was too much light in the theory classroom and no dedicated OHP screen, so we found some curtains to block the light and acquired some white paint so they could paint a screen on the wall. The overall result was quite good and the students and instructors could see the benefits immediately.

The practical classroom also needed a bit of work, a stock take of the furniture revealed a single entry on the first page, one desk was all there was. It took a while but finally we found some benches for the students to work on, and then made up training and weapon posters to go on the walls to make it look and feel more like a classroom.

Once we had sorted the rooms out, our main role was to sit in on classes, help out if required, provide advice to the instructors on how they were going and improvements for the course. The main area of concern was the knowledge on the M16, as this will be their new weapon system and they had not been trained on it.

We then gave them some training on the M16 and they got back into it excited to show off their newly acquired knowledge. Overall, the courses are going extremely well. I believe they will maintain a good level of training, with the scope for a little refinement by some Aussies in a few years.

IASSI INTERPRETER MANAGEMENT CELL

BY CPL DALE DONOVAN



L-R: SGT Christopher Witteveen (Big Chris), SGT Daniel Priems (Little Dan), and CPL Dale Donovan

In the beginning, there was Little Dan Priems and Big Chris Witteveen who worked along side their US counterpart Master Sergeant Rolando Gonzalez. When the boys rocked up the interpreters were asking them many questions. "Where are you from?" "Are you married?" "Do you have kids?" "Do you know David Gregson?" etc. Even with the high volume of information to take in the boys soon found their place in the scheme of things (Fat boy shakes down at Cinnabon).

Pretty soon the partnership had to be broken up so Dan could go to Maintenance Wing and Chris could go on a vacation to a little non-descript resort in a far away place (secret squirrel). So how better to replace two SGTs than with one CPL. This is where things apparently took a turn for the worst (just ask the interpreters). Soon I was being flooded with the question of "Where is SGTs and when will they come back to us?"

After an extensive handover at the team meeting place (Cinnabon), I took over the Australian Interpreter (terp) management position within IASSI. I thought my predecessors made the job look easy but very quickly I found out how wrong I was.

Initially I felt like a cat herder, with the amount of stuff that had to be done on a day-to-day basis. Just marking the roll for 30 odd terps took 30-40 mins some days, longer on others. After a quick chat with the guys, I found easier ways to do things, which helped a great deal.

Each of the terps had something to share with me or something to teach me (which usually involved one good phrase to every 3-4 bad ones). I also learnt interesting information about the history and culture of Iraq.

After approximately two months of managing the terps, Chris came back so it was time for me to go and teach on other courses.

During my time with the interpreters, I learnt many interesting things off some very interesting characters. This has been one of the most rewarding jobs I have ever had and I would recommend it to anybody if they get the chance.

TNMD – WELDING SECTION

BY SGT GRANT 'PADDY' O'LEARY

The Welding section for TNMD consisted of SGT Grant O'Leary (Paddy) as SME and WOFF Hussey (a RAAF brother) as the course manager. A small cell that would prove to achieve big results.

Once the location for the course was found, the welding bays started to take shape with the assistance of a Coalition carpenter as we quickly erected internal walls to divide the large floor space of an old tank warehouse into separate work areas. Then there was the problem of no work benches, no steel, no welding equipment - things looked grim! We sent the LT (LT Shaw) to work to collect resources. I went to the 512th workshop, met a couple of very helpful people and struck a deal with Chief Moore who offered up the use of his workshop and steel so we had the equipment to get the course up and running.

The next job was to work out what we were going to teach the Iraqis! With a lot of research on the internet we came up with a course based on the training we do back in Oz. One of the hardest hurdles was finding the difference between the European Welding Standards and the American Welding Standards and then trying to teach both. Once we had a basic plan it was time to work on developing a complete Points of Instruction (POI - The American version of our TMP).

One of the biggest problems we had once the course information had been complied was the translation to Arabic because a lot of the technical words, and some basic ones, don't translate. A lot of extra work was involved as we had to firstly instruct our interpreters on the fundamentals of welding so that they could then translate it in a way the IA would understand.

article

The stores arrived and we had to change our attack on the course because not even half of it turned up! As you know, you can't do much with Oxy with only the bottles! Luck was on our side! We were expecting to teach 10 Iraqis, instead only three turned up and then six days into the course one dropped out sick and never returned. So the instructor to student ratio was 1:2 and sometimes 1:1. The two IA soldiers who completed our course had a very enjoyable time on our course and they utilized their newly refined skills to produce a set of soccer goals!



SGT Grant O'Leary and WOFF Lee Hussey show off some of the training aids they produced for the Welding Course

TNMD COURSE DEVELOPMENT

BY WO2 NEIL TAYLOR (TRAINING DEVELOPMENT, TNMD)

INTRODUCTION

Upon arrival in Taji, the TNMD team was tasked to develop three different Level 2 maintenance course. These courses were to be delivered as part of the multi-million dollar rebuilding of what we know as 4th line maintenance. The courses required were as follows:

Level 2 Small Arms course,

Level 2 Generator maintenance course; and

Level 2 Welding course.

To work out the entry level for these courses, an exit level from the Level One training had to be established. But due to the lack of record keeping, by either our US or Iraqi counterparts, the original Points of Instruction (POI) or Training Management Package (TMP) in Australian speak, could not be located. After two weeks of asking for the POI's, excerpts from several different level one training courses were located.

After initial analysis, advice from the Subject Matter Experts (SME) from each of the trades and advise from our US counterparts, it was found that the original POI's were aimed at the Australian level one training and the Iraqi's were failing to achieve this level. From this advice, an entirely new approach to the training was required.

SMALL ARMS

To teach the Iraqi Army (IA) about weapon maintenance, it had to be determined what actual weapons were used by the IA, and what weapon systems would be taught to the soldiers. At the time of our arrival, the IA was in a transition period from the AK-47 to the M16/M4, but the Iraqi Security Forces (ISF) were to be issued with the AK-47's returned by the IA. For this to occur, the weapons have to be refurbished and then re-issued to the ISF. Therefore, the TNMD soldiers would need to have a complete understanding of the AK-47 IOT conduct the refurbishment. At the time, the AK-47 was only taught to IA armourers to what we would call operator level. Through this analysis, it was determined that the AK-47 would have to be completely retaught to the Australian level one standard IOT achieve the refurbishment program.

It was also determined that the ISF would use the same weapon systems as previously used by the IA infantry and these weapons would have to be included on the course. The weapon systems included the PKM Light Machine Gun, RPG-7 rocket launcher and pistol. Due to the IA transition to the M16, it too needed to be included, not included and eventually re-included(!), though M16's to be used for training were harder to get hold of. The exact type of pistol issued to the IA was hard to determine, so the easiest pistol to obtain for training purposes was the Glock 19, therefore it was included in the course.

GENERATOR MAINTENANCE

The IA approach to generator maintenance was run it, don't service it, when it breaks get another one or go without power and fix it later by stealing parts from another generator. This simple philosophy made the analysis easier, as the level one training was teaching the mechanics to start and stop the generators, we would need to teach them to service the generators, fault find the generator when it stopped and then repair the fault.

To achieve this end state, the generator mechanics needed to have an understanding of basic electrical theory, the construction and operation of the engine and the alternator before they could fault find and conduct the repairs. This formed the first half of the course, with practical experience in engine and alternator fault finding, followed by engine servicing to complete the course.

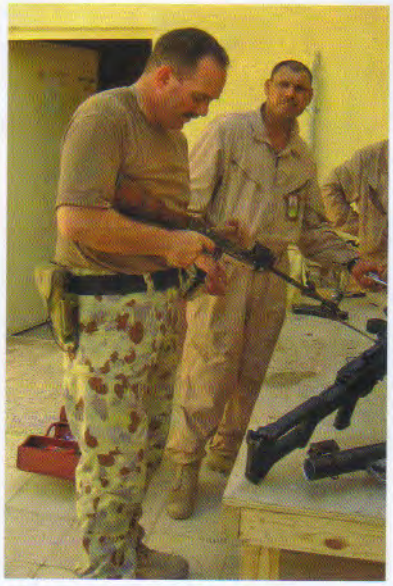
WELDING

The original US idea for welding was a Department of Public Works or DPW, jack of all trades to conduct repairs to structures, but mainly to repair generators. This seamed too narrow and was expanded upon to allow the welder to essentially be a fabricator. Finding a start point for the level two training was the most time consuming task, as there were no other POI's available that told us what was delivered at level one.

Having unrestricted access to the only Metalsmith in the north of the country, SGT Grant "Paddy" O'Leary, we developed a level one welding course, to find our start point and then built on that training to develop the level two course. Using Paddy's experience of ITT training, we developed a level two course that would bring the IA welders up to the Australian entry level. Both the level one and level two courses are loosely based upon the requirements of an Australian welder and the basic skills and procedures required to perform the duties of a welder, but not a metalsmith.

SMALL ARMS LEVEL 2 DEPOT MAINTENANCE COURSE

BY WO2 JJ SMITH



SGT Joe Hayward checking an AK-47

With a last minute rush the loggies training team was assembled, which was then followed by days of waiting. Upon arriving in Taji we were finally given the task of develop, produce and deliver a small arms maintenance course. The course needed to be approximately the same level as back home with students who were not tradies and we had 23 days to teach. "Ummmm that's achievable!!!"

The team consisted of WO2 J.J. Smith as the course manager (all round good guy), SGT Joe "Big Joe" Hayward (our RAAF brother), CPL Jimmy Dwyer (another RAAF brother) and CPL Grant "Texas/chainsaw" McCullagh (some of you might remember him back 10 years ago when he was an AJ but is now another RAAF brother, he still has no arse!). With a mixed group and many years of experience it should be a piece of cake to get the course off the ground, or so we thought.

Our first job was to find a place to run the course with numerous buildings in various stages of neglect. Eventually we were given a room in an old T72 tank manufacturing plant, very basic but it did have air con. We got to work building benches and trying to set up the workshop.

Our next hurdle was weapons.. what's an armourer's course without weapons?! Luckily for us the US forces had been busy collecting some weapons off the locals. We were given a couple of connexes to sort through to find weapons, as part of the deal we had to check for serviceability. The containers had approximately 500 weapons which were of a very poor condition. We taught AK-47, PKM (equivalent to MAG58), RPG, M16A4 and pistol theory.

One of the biggest problems we encountered was being unable to find manuals for the Russian made weapons. Most of the infrastructure for the maintenance of Iraqi equipment has been lost or destroyed which made our job just a little harder. The internet was a great source of information and the majority of the course info was compiled from hours of research and from stripping and studying the captured weapons.

A précis was developed for the course which covered all weapons and small arms theory. Each member of the team was assigned a weapon for them to become to SME. This was then translated to Iraqi Arabic and was used as the back bone for theory lessons.

Teaching Iraqis was a definite experience. The life of an Iraqi is based on four simple needs; sleep, eat, get paid and go on leave and that's it! But in saying that the students worked hard and definitely gained some knowledge of small arms repair. After a short break from their harrowing 23 days of learning the students will return to complete some OJT and some additional training so they can start to use tools correctly instead of like a heavy fisted greaser.

As with all good courses we had a parade to issue course certificates, student of merits and invites to the instructor course for those students who showed potential. These students will be the future instructors for the depot.

Overall it has been very rewarding teaching the Iraqis (as well as a little frustrating at times). All the Armourers will walk away feeling that they have accomplished something over the last six months. We all hope we have made a contribution for the Iraqi Army's future.



Big Joe and Tex/Chainsaw going through the Enemy Captured Weapons



WO2 JJ Smith teaching the Chief of Army a thing or two about the AK-47.

RAEME Prince Philip Banner Miniature Final Release (501-600 of 600)

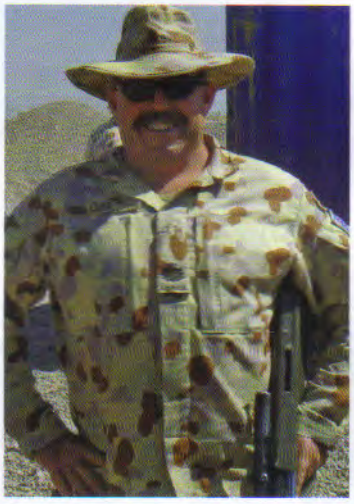
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article



WO1 Steve Luke (ASM)

THE FINAL WORD FROM THE ASM...

BY WO1 LUKE, ASM IASSI

When 2007 began I thought that nothing would surpass the honour of being the RAEME Corps Warrant Officer. But in March that occurred when I was selected as a member of the Australian Army Training Team Iraq – Eight. After conducting Mission rehearsal exercises in Army resort Cultana, pre deployment training in Darwin and taking some well earned pre embarkation leave, we left for the MEAO in early June and settled into life at Camp Taji.

The bulk of the maintenance pers (RAEME & RAAF) were spit into two teams, half were sent to the Iraqi Army Service Support Institute (IASSI) to mentor Iraqi instructors and the remainder were sent to Taji National Maintenance Depot (TNMD) to design and deliver new maintenance continuation courses. Three RAEME tradies were members of the training team in Tallil, bringing sanity and grounding into the team that mentored Iraqis in IETs at the Regional Training Centre(RTC).

There had been no Australian personnel at IASSI since training team 3. It was hard to complete a conversation at IASSI with an Iraqi maintenance staff member without the phrase 'Captain Matthew Brodie' being dropped enthusiastically by the Iraqi member. "Sir, you and your team did an outstanding job in setting up the school; indeed there are some Iraqi staff that believe your poo is white and has no smell what so ever!"

The maintenance personnel have set the standard for the remainder of the training team. They have been responsible for a major upgrade of the maintenance facility at IASSI, a significant increase in the range of training aids and tools and the enhancement of existing courses. TNMD have designed and delivered a range of advanced maintenance courses that previously did not exist in the Iraqi training continuum as well as training IA soldiers as instructors for those same courses. All this as well as providing detachments to Kirkush and our RAEME brethren in Tallil train IETs.

The tour has been very rewarding. Interacting with different cultures and of course grappling with new languages (both American and Iraqi) as well as working with unfamiliar maintenance and logistic systems. The maintenance personnel in the training team should be proud of a job well done.

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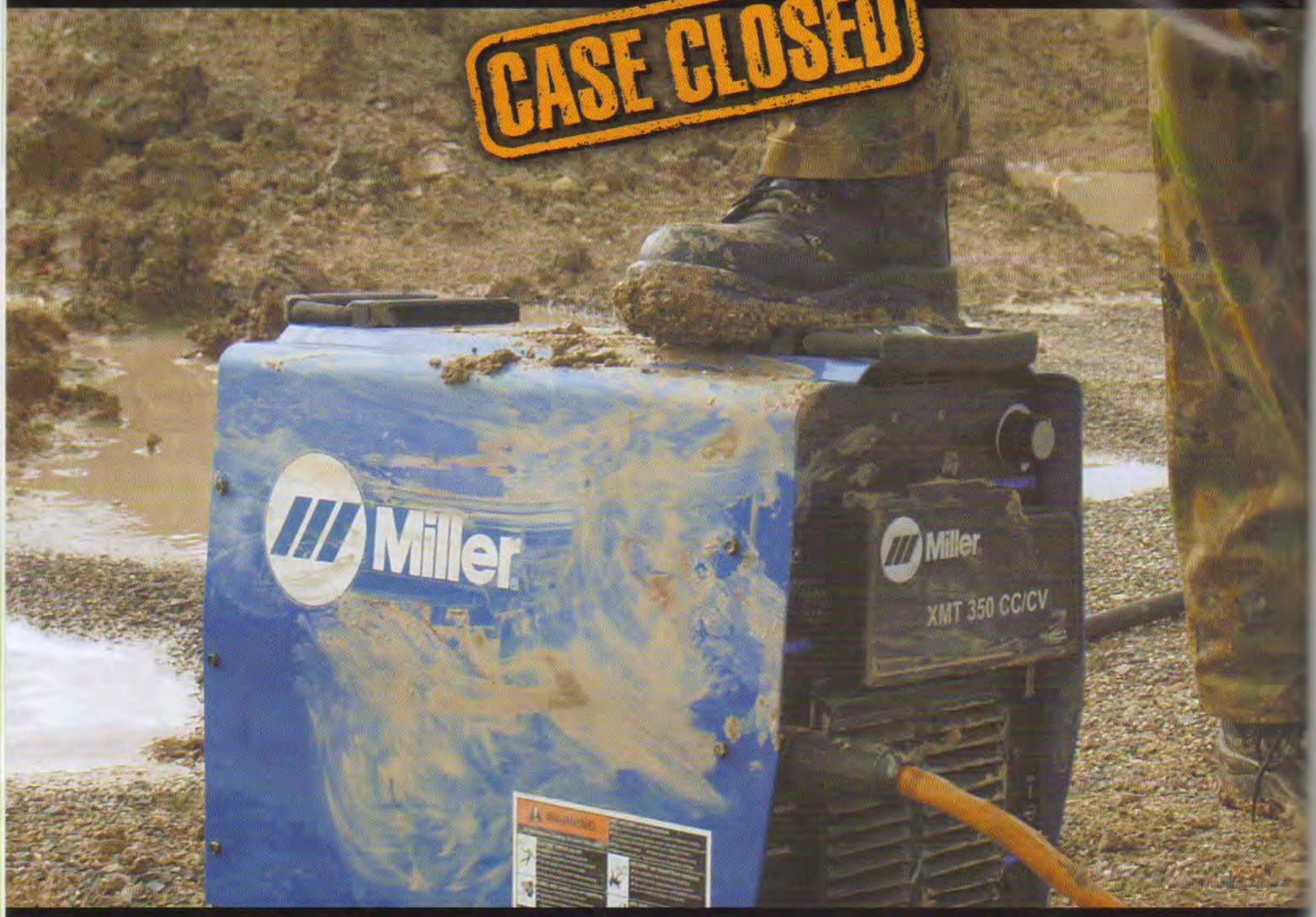
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unit jottings

3 BRIGADE RAEME BIRTHDAY

BY LT G.J. SHERIDAN

On Friday 30 Nov 07, all RAEME personnel from 3 Bde came together at 3 CSR to celebrate the much anticipated RAEME Birthday. Represented were the Fd Wksps of

3 CSSB and 10 FSB, and the Tech Support Troops from 3 CSR, 3 CER, 4 Fd Regt, 5 Avn Regt, B Sqn ¾ Cav Regt and the OJT's training at the Bde.

The day started with a nice healthy breakfast for the Seniors and Officers so they could catch up with old friends and suppress some of the excitement for the day ahead. When the soldiers began to arrive, so to did the billy carts for the billy cart race. This started much discussion about the different designs and which engineered platform would perform the best.

The first event for the day was the ye old spanner throw to determine the strongest from the weak. It was well contested by most units, however, the OJT's weren't worthy of a signoff just yet. Many throws went wayward towards the crowd to keep up the excitement for the spectators. This was made all the more amusing by the giant novelty sized shifter being thrown. The event was eventually won by 10 FSB.

Next was the show and shine for the billy carts held concurrently with the tug of war. The tug of war was made all the more exciting by the muddy ground making grip almost impossible. This year it was won by the Bde tug of war champions, 10 FSB. The show and shine was judged on the basis that the car had to look good as well as include a working horn, brake lights connected to the brakes and a seatbelt. The show and shine was taken out by 3 CSSB's little rocket for aesthetic purposes only, with a killer paint job, fluffy dice and an oversized bronze brake lever.

After the tug of war was the trailer push race, where competitors were required to replace a wheel on the ½ Tonne trailer, push it along a marked course and picking up two ammo crates on the way out, then dropping them off on the way back. The competitors then had top pull up in the finish area and again remove the tyre that was replaced at the start. This proved to be very exciting for the many close finishes that occurred with 5 Avn winning the event.

The billy cart race was much anticipated as it held all the bragging rights. It tested man and machine working in unison. After a shaky start for some, the drivers gripped up their vehicles and pushed them to the limits. 5 Avn was noted for ramming into

3 CSSB's car in an effort to get the best line around corner 2. 4 Fd Regt's three wheeled cart was by far the fastest and won the race, with their car CD player pumping tunes around the track for everyone.

The last event for the competition was the chain-of-command relay which involved a competitor from each rank to consume a ridiculous article of food and then complete a short run. The items consumed in order were two dry weetbix, one litre of UHT long life milk, a Chinese food container full of grey porridge, the ASM's ate two party pies and the OC's ate two hardboiled eggs, shells optional. The event was too hard to call based on the many, many discrepancies and bodgies involved.

The event concluded with a BBQ lunch, some money going over the bar and a raffle of some quality prizes donated by the Townsville businesses such as tools, gift vouchers, 4WD and fishing gear, and sports equipment.

The final results were:

1st place: 4 Fd Regt,

2nd place: 5 Avn Regt,

3rd place: 10 FSB,

4th place: 3 CSR,

5th place: 3 CSSB,

6th place: OJT's, and

7th place: B Sqn ¾ Cav Regt.



unit jottings

ARMY WIN AT AVIATION CAREERS EXPO

BY WO1 LUKE, ASM IASSI



On 26 Jul 08 a number of RAEME Aviation Skills personnel attended the Brisbane Aviation Careers Expo at the Brisbane Convention and Exhibition Centre. The intent of the day was to promote Civilian and Military Aviation careers and to showcase a trade employed within Aviation by conducting an industry wide aircraft structural repair competition.

CPL Tony Ebdon and CFN David Cantley, 5 Aviation Regiment, competed against four industry teams from Boeing, Qantas, Virgin Blue and Australian Aerospace in the aircraft structural repair competition. The competitors were tasked to complete a skin repair on a section of a Boeing 737 aircraft from drawings and instructions that were given to them at the commencement of the competition. At the conclusion of the three hours the teams were assessed on qualities such as repair integrity, drawing interpretation, cleanliness, application of OH&S requirements and individual hand skills. As winners of the gold medal CPL Ebdon and CFN Cantley are to be congratulated on their professional manner and expertise in their chosen field.

BANDIANA CHAPTER UPDATE REMEMBRANCE SERVICE 4 FEBRUARY

BY ANDY TURNER, PRESIDENT - BANDIANA CHAPTER



The Craftsman Memorial, Catafalque party, Padre David Grulke, LTCOL Nick Stanton and Chapter President Andy Turner.

A larger crowd of around seventy people attended our twilight service this year and the evening shade cooled everyone as the "Craftsman looked on". A great article in the Border Mail helped attendance.

This year we particularly honoured widows of craftsmen. A number of widows were present and one, Barbara Prenter, laid a wreath.

Padre David Grulke ran an excellent service and formed a duo with Andy to sing the National Anthem. LTCOL Nick Stanton our Deputy Head of Corps delivered an address particularly about current craftsmen of the Army carrying on Corps traditions. He mentioned the places around the World where the Australian Army is currently deployed and reminded us that all have Craftsmen in support.

Wreaths were placed for our Association and the presidents of local RSLs and the Murray Border Association of Vietnam Veterans. Importantly a wreath was placed by a widow.

In attendance was our oldest artificer Wally Swingler who is 85. Wally was in the AIF serving in the Middle East when the Corps formed as AEME in 1942. He continued serving our Corps for 37 years. It was an honour to have him say the Ode for us.

The Guard and orderlies came from ASEME and were commanded by SGT Graham Dade. One of the Craftsmen, Chris Romano, is a local and his mother and father were present. His father, Frank Romano served in the Corps for many years. The Guard, of course, marched off to the tune of the RAEME Corps March and our applause.

It was pleasingly to the committee that a large group met after at the Stump for dinner and refreshments.

The Border Mail followed with another good article on Tuesday.

SOUTH EAST QUEENSLAND RAEME BIRTHDAY 2007

BY CPL MATT BARTLEY, RADAR TECH 20 STA REGT





On the 30 Nov 07 South East Queensland held the annual RAEME birthday celebrations at Enoggera. This year it was hosted by 20th Surveillance and Target Acquisition Regiment Technical Support Troop and lead by MAJ Joyce (TST Comd) and SGT Jason Mills (RAEME Aviation). The day was attended by many units in the SE Qld region with some units traveling from Oakey, Cabarlah, Canungra and Amberley. The day started off early for the members of 20 STA Regt TST setting up the Mt Spannerama track, tents, BBQ, prizes and most importantly the Menz Club bar. A special mention was made of CFN Edwards from 21st Construction Squadron who lost his life earlier this year in a car accident, with the back straight being named in his honor. MAJ Joyce gave the opening address to kick off the festivities at 1130 h along with the opening of the bar. The Spanner Cart qualifying began after the rules were laid down, and 1 Fd Regt took pole position, after a very fast lap. Once the positions were sorted, we stopped for a BBQ lunch and a few more beverages.

COMD 1DIV MAJGEN Wilson arrived and presented the SE QLD CFN of the Year to CFN Donovan from 7 CSSB, Artificer of the Year to SGT Hutton of ADF Cals and the Golden Spanner to 2 CER. He also congratulated the RAEME personal on the outstanding job they have been doing over the past year considering the lack of manning of our Corps.

Once lunch was finished, the Tug of War teams were assembled and the draw worked out. There were teams from 21 Const Sqn, 1 Sig Regt, 1 Fd Regt, RAEME Aircraft Maintenance School, 7 CSSB, OJTs from RTC Brisbane and 20 STA Regt. After many hard fought battles, the OJTs from RTC took out the Tug of War title beating RAMS and were awarded a glass stein with the RAEME badge etched on the front, supplied courtesy of ENZED.

With the Tug of War completed it was time for the final event, the Spanner Cart Challenge. With unit pride on the line the carts lined up in their qualifying positions on the starting grid. It was a tough race and after four laps and three compulsory driver changes, with a driver task between each lap, 1 Fd took the honors, with 20 STA Regt second and 7 CSSB third. The members from the 1 Fd Spanner Cart team were presented with an ENZED Multi Tool for first place. LTCOL Titcume, the Representative Colonel Commandant for RAEME QLD presented both of the awards to the winning teams.

With the formalities over it was time to migrate to the 20 STA Regt Menz Club for some more beverages and to draw the raffle. Prizes included Telstra mobile and cordless phones, socket sets, car wash gift packs, push bike gift packs, tents, massage oil pack and a couple of alcohol packs.

All in all it was a very successful day that would not have been possible without the sponsorship of Telstra Brookside, Anaconda, Blackwoods, Frisky Business, Hogs Breath Café, My Bike Shop Gaythorne, REPCO and Loctite. A special mention needs to be made to our major sponsor – ENZED and especially Jeff Maurice.

A special mention also goes out to SGT Jason Mills whose organization made the day a success. I am now looking forward to next years RAEME birthday, lets hope 7CSSB can put on a big show for next year.

Arte et Marte



unit jottings

OPERATION "SLIPPER"
C SQUADRON, 5TH AVIATION REGIMENT

BY WO1 LUKE, ASM IASSI

The Australian Government announced its intention to deploy "Chinook" helicopters to Afghanistan on 10 January 2006. The first rotation from 5th Aviation Regiment deployed in February 06 and saw subsequent rotations in July and November 06. During this deployment the Task Group served for a total of 13 months in Afghanistan. The Australian Aviation Element was imbedded into the US Army's Task Force "Knighthawk" and subsequently the US Task Force "Corsair", providing support to coalition forces in southern Afghanistan. The threat from the Taliban and other Anti-Coalition militants was very high and the Aviation Task Group was engaged in combat on many occasions.

The Task Group earned a superb reputation in Afghanistan and was highly respected by the US and other coalition partners. Throughout the deployment, the soldiers who served in the task group demonstrated courage, tenacity, initiative and teamwork. The CH47 detachment saw four airframes rotated through Kandahar Air Field (KAF) for a total of 396 days in theatre. The aircraft achieved a Rate of Effort of 1218.5 hours. In that time the detachment flew 1750 sorties, carrying 7320 passengers, 2,555,750 pounds of fuel, and 3,729,500 pounds of freight. Most missions were of the Combat Service Support nature but the detachment flew its fair share of Combat Missions including a handful of Direct Assaults inserting Special Forces into enemy strongholds.

One such Direct Assault consisted of two American "Apache" gunships, an American CH47F model "Chinook" and one of C Squadron's CH47D model "Chinook". The task, inserting and extracting coalition Special Forces to eliminate a High Valued target. The mission was well planned prior to leaving KAF and on departure the aircraft took up their flying formation. We all know that in battle plans are somewhat fluid and that we all must be ready for change. This was one occasion. On approach to the designated Landing Zones (LZ) either side of the target area, the decision was made that the American CH47 would land on the LZ identified for the Australian CH47 and vice versa. As the American CH47 touched down a Taliban welcoming committee gave them a warm reception, the Australian CH47 completed the task without a scratch.

The following is an account of the subsequent Battle Damage Repair and Recovery conducted by five American maintainers and five of C Squadron's TST members. The TST members were SGT Graham Forbes, CPL Shane Byrnes, CFN Troy Gilhooley, CFN Aaron Reynolds and CFN Stephane (Dutchy) Van Der Lee.



Downed aircraft recovery of US CH-47D

BACKGROUND

On the 07 October 2006 a coalition Direct Assault mission involving American and Australian aircraft took place in support of the International Security Assistance Force (ISAF) in Afghanistan. An American CH-47D Chinook Helicopter took small arms fire in the course of this mission causing an unknown amount of damage to the aircraft. The pilots were able to fly the damaged aircraft out of danger to conduct an emergency landing at the nearest Forward Operation Base (FOB) Gereshk.

The damage was assessed by the crew as too excessive to allow the aircraft to return to their home base Kandahar Air Field (KAF) with the remaining aircraft of their mission. A Downed Aircraft Recovery Team (DART) was activated by the US Taskforce (Task Force KNIGHTHAWK, 2nd Battalion, 10th Aviation Regiment, 10th Mountain Division). The Commanding Officer of the Australian Chinook Contingent in KAF recognised an opportunity for his tradesman, qualified in battle damage assessment and rectification, to be utilised. The Australian Task Group (TG) offered assistance which the American Taskforce accepted.

A joint coalition DART was assembled for the task with the Australian DART consisting of both Aircraft and Avionics Technicians as well as Aircraft Structural Repair (ASR) tradesmen. Two members of the team were qualified in Aircraft battle damage assessment and repair.

DART Mission

KAF. At 0800 hrs, the DART was assembled and received orders. TG KNIGHTHAWK had existing SOPs for a DART with all members holding a DART kit and the necessary equipment at flight line allowing their immediate deployment.

At 0900 hrs, the team gathered at the designated form up point for the US DART commander brief. After the brief both teams met their relevant counterparts and assessed what equipment was required for the task. The Australian team supplying a hydraulic swaging kit as the US DART would supply all other equipment. By 0915 hrs the team was relocated to pad 7 for departure to FOB Gereshk.

Gereshk. Equipment was unloaded and positioned at the downed Aircraft and a brief was received from the Aircrew about the incident, which systems had failed and what damage they had initially assessed. The Australian Battle Damage assessors then conducted an inspection of the aircraft. Their skills proved exceptional with the Australian team detecting four times the amount of damage to the aircraft than initially discovered by the US crew some of which was significant structural or aviation integrity damage. This included significant damage below the pilot's seats including a damaged brake line as detailed below.

Tasks were then allocated and each trade went about their respective tasks under the guidance and supervision of the US DART commander. All repairs were completed by 1600 hrs, this was due to efficiency and effectiveness in the assessment and repairs of the aircraft. A ground run was carried out to confirm the serviceability of the aircraft. The aircraft was deemed operationally serviceable (Taskworthy) by the maintenance test pilot and was flown back to KAF with a Blackhawk and Chinook as escorts.

AIRCRAFT DAMAGE



Some of the more obvious fuselage/ structural damage

Aircraft Structural Repair (ASR). Damage assessed by ASR, as detailed below, was considerable however due to the nature and tolerance of the CH47D, repairs were limited to hydraulic lines as the skin damage was acceptable for a return flight to KAF.

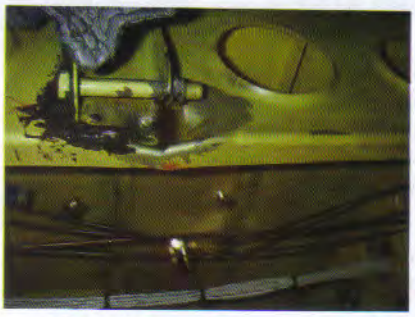
Two hydraulic return lines in the tunnel cover area had been damaged by small arms fire with exit damage through the upper skin, there was also similar exit damage through the upper skin next to the tunnel cover. The hydraulic return lines were repaired with an insert permaswage repair.

There was an entry point through the bottom skin below the heater closet; this round hit the bottom of the heater combustion chamber where the round deflected at 90 degrees forward exiting the chamber and damaging a brake line. It then travelled through an intercostal panel, severing a wire and exiting below the pilot's door creating a large exit hole.

A brake line was damaged being cut at both ends, where it was assessed that a temporary repair could be carried out using a braided line with permaswage fittings to make the system serviceable for a return flight to base.

Avionics. Wire damage ranged from completely severed cables to grazed, nicked and scorched cables. Wire types also varied from coaxial cable, shielded twisted pair, single cable in various gauges, and high amperage generator cable. Most cable and looms were easily accessible, other than the two wires underneath the pilot's seat pan area.

All severed cables were temporarily respliced with wire extensions using standard environmental splices. Exclusions were the APR39 coaxial cable and the shielded twisted pair, in which appropriate splices and solder sleeves were employed to repair the cable. All other cables that were not completely severed and with only minor damage were wrapped in bi-seal tape. The static lines were covered in an air tight tape and the pilot informed the instruments may read incorrectly. All sections of damage cables were marked with red and white tags for ease of identification on return to repair facility.



Aircraft. Although no aircraft technician repairs were affected their skills were utilised for the removal and reinstallation of items for access to the underlying damaged areas. This greatly assisted the DART to expediate the repairs particularly the significant damage under the pilot seats.

At the completion of the repairs the Australian SNCO briefed the Maintenance Pilot on the systems affected by the small arms fire and assisted in the resulting maintenance operational checks. The aircraft was then declared mission capable to return to Kandahar Airfield. The Australian Maintenance crew did not hesitate to return on-board the repaired aircraft, thereby displaying commendable confidence in their technical ability, which was a significant demonstration of trust to the US crew.

CONCLUSION

When it comes to battle damage of helicopters, Australian Aviation has an excellent record, but with battle damage of this nature not occurring since the Vietnam War this meant that our experience has been limited to training aids and theory. The experience in Afghanistan was an exceptional opportunity to test the skills that the RAAF have provided in training. The DART gained invaluable knowledge on battle damage repair processes, equipment required and correct use of specialist tooling. The conduct of this activity both fostered coalition working relationships and provided a wealth of knowledge for DART operations. The professionalism of the Australian tradesmen was exemplarily and directly contributed to the safety and combat effectiveness of the Australian Aviation Task Force in Afghanistan.

The above account does not fully reflect the superior trade knowledge and skills of the RAEME tradesman. As a result of the DART described above the commander of US Task Force presented each of the TST members with a certificate of achievement for their exceptional trade skills and professionalism. This was just one of many technical highlights of a very successful deployment that saw the aircraft availability figures for the two Australian CH47s over the 13 months of the deployment averaging slightly over 90%.

unit jottings

RECONSTRUCTION TASK FORCE 3

BY DOC MURDOCK, ASM RTF3

Our time has nearly finished here in Afghanistan, and we will soon return to Australia and our families. However, our time here at Tarin Kowt (TK) has been an experience that all of us will carry for the rest of our lives. I would like to highlight over the next several paragraphs of some of the highs and lows that made up our lives during the deployment.

It all started when the team was picked and we formed as RTF3 back in Jul 07. This was the start to what became a very busy and rewarding deployment. After the myriad briefings, courses and issues, we ended up at High Range for a series of exercises that culminated in the MRE in August that would finalise out training before deploying. The workshop had sent tradesmen to most parts of Australia to gain qualifications on equipment that most didn't know existed. It was a challenge to make sure you had the right training and be across the wide variety equipment, so that we could do our job.

It wasn't long before we said our goodbyes and were on the plane and heading for Kuwait. In Kuwait we underwent the usual R, S and I, and the tour of the Fat alley's and PX Stores. Range shoots at the American ranges was an experience, especially the IED lane. Soon enough we were all on a Hercules and heading to TK, and for some the tactical flying wasn't so flash.

On arrival to TK we were met at the Qantas Club (tin shed) by the reception party and were herded into the back of Unimog's and driven from the airfield to the camp. Once in camp we went through a barrage of briefs over the next couple of days and then into our handovers with out opposite numbers. Soon enough, after we all arrived, it was head down and into work.

Sadly, soon after we started our jobs within the workshop, one of the RTF's ASLAVs struck an IED. To a couple of members of the workshop, Poppy was well known and it was a sombre mood for a few days. Thankfully, no more fatalities would plague the remainder of the RTF3 tour. It was a real challenge dealing with an actual battle damaged vehicle, instead of just talking about it when on exercises. This is something that we don't deal with very often, and perhaps need to develop clearer guidelines for future deployments.

Throughout the deployment the workshop would send out FRT's with all missions, which consisted of the ASLAV-F, HRV and the later part of the deployment the ASLAV-R. Workshop personnel were also involved with deploying the Echelon truck and trailer out on missions and acting as either storemen or Echelon Commanders. The job the FRT's performed outside the wire was second to none, and at times was performed under very arduous conditions including extreme cold and contacts by insurgents. One of my ambitions was to rotate all the workshop personnel, so that all would get an opportunity to go outside the wire. This was something I was able to achieve, and all workshop members have gained valuable experience because of this exposure.

The tempo that the workshop was subjected was mostly flat out, with only small windows to get servicing and priority repairs done. This would see a small workshop become a hive of activity, with vast amounts of equipment coming and going. At the completion of the deployment, the workshop had completed in excess of 2300 work orders.

During the deployment the workshop was able to socialise a few time with out Dutch counterparts. This would consist of a BBQ dinner and a few near beers. We ended up seeing three rotations of the Dutch workshop during our time, as their rotations would be only for 4 months. The last BBQ we had with the Dutch ended up being the best, as the Dutch came up with a good ice breaker to start the evening. A contest was organised to form a team of four for each workshop, and the contest was to construct a boomerang in a timed event that would actually fly. There were no real winners, but we all had a good laugh.

Sadly during our time in Afghanistan, the workshop was unable to fly the RAEME flag due to a command decision. This was even after the Corps Instruction was presented to the CO. However, the tri colours were proudly flown on the ASLAV-F when ever they were outside the wire. The only other time we were able to fly the flag, was when RTF3 was awarded the Grade Two AMO after a TRF audit by the J44 (CAPT Andrew 'Shocka Occa' Oconner) from the JTF633. This was only to last for a week before the RSM demanded the flag to come down. Hopefully RTF4 will be more successful during their rotation.

During one of the later missions our HRV was involved in road side bomb incident, which resulted in the intermediate right hand wheel running over an IED consisting of two 81mm mortars. The damage was minimal with only a few dents and scratches, with one of the tool bin doors being damaged. Hopefully this will find its way to the museum in Bandiana. CPL Cheesman and CFN White were at first not sure what had happened, but after it became apparent were happy to get out and sit back at a safe distance and let the Engineers do their thing. This would have to be one of the first RAEME vehicles to be involved in a hostile event and sustain battle damage for a very long time.

I finish this article with only a few days left in country, and I would like to thank from behalf of the workshop all the



The workshop motley crew

agencies within DMO that have resulted in our deployment being very successful. In most, these agencies would go the extra yards to ensure we received the best service they could provide.

The RTF3 Workshop would also like to thank the two old Recce Mechs from the NSW RAEME Association. Fred and Clyde sent the first care packs of what is now 'Operation Spanner Pack' to us. These gentlemen are a huge credit to the Corps, and prove that the spirit of RAEME is certainly alive and well. Also, the workshop would like to thank Ray Norman from the Queensland RAEME Association, as they are responsible for the start of 'OP Spanner Pack' which their first care packs arrived safe and sound, and were enjoyed by all. I would just like to raise that RAEME is the only association that has provided care packs to their deployed members, a point that is worthy of raising.

The last thankyou that we would all like to pass-on, is to out wives, girlfriends, children and families, as they have been the mainstay to all the members of the workshop. Their support and understanding (and fruit cake, thanks to Richo's Nanna) certainly made this deployment possible, and to quote the CO's words "They are the real hero's of this deployment" is certainly an understatement.

Arte et Marte

RTF3 Roll Call

EMEOPS

WO2 Doc Murdock (ASM)

SGT Kiwi Schou

CAPT Kane Wright (OC OSS, SMM)

ASLAV Veh Sect

LCPL Mark 'Thommo Thompson (Sect Comd)

CFN Mark 'Nuts' Hazelwood

WO2 Andy Weal (RTA)

IMV Veh Sect

WO1 Ian 'Z' Aitken (Sect Comd)

CFN Luke 'Richo' Richardson

'C' Veh Sect

SGT Ian 'Dingo' Downey (Sect Comd)

CFN Graham 'Kenno' Kennedy

'B' Veh Sect

CPL Dumarest 'Streety' Street (Sect Comd)

CFN Lachlan 'Pagey' Page

CFN Darren 'Flacky' Flack

RPS

SGT Andy Massard (RPS Supervisor)

CPL Sean 'Helmet' Helmstedt

PTE Ray 'Townsy' Towns

EIR Sect

CPL Jonathon 'Burch' Burchell

CFN Andy Powlesland

CFN Nathan 'Hirdy' Hird

Recovery Sect

CPL Peter 'Cheesy' Cheesman (Sect Comd)

CPL Simon 'Jeano' Jean

CPL Conan Daly

CFN Darren Hann

CFN Matthew Roberts

GE Sect

CPL Darren 'Thommo' Thomas (Sect Comd)

SGT Nick 'Shawry' Shaw

CFN Mark 'Whitey' White

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unit jottings

RECOVERY OF CHINOOK A15-102

BY DOC MURDOCK, ASM RTF3

GENERAL OUTLINE:

On 25 June 2008 at approximately 1725 h C Sqn (Technical Support Troop) TST received a phone call from the 5 Avn Regt Duty Room. The TST were informed that aircraft A15-102 had landed at the MOUT Facility at High Range Training Area (HRTA) and was unserviceable (U/S) due to a heavy landing. The Aircraft Captain was contacted in an attempt to gain further information that would affect the decision to prepare either a repair on site or recover the aircraft.

The following morning at approximately 0700 h four TST members visited the incident site to carry out the initial assessment. The aircraft was deemed un-flyable, due to excessive damage to both aft landing gears and the surrounding structure. The aft left shock strut upper attachment point had also sheared on the airframe side. Hydraulic lines had been crushed, leaving the aircraft utility hydraulic system depleted. It was noted the aft left hand landing gear shock strut had damaged a large electrical loom. The damage to the loom may have impaired the operation of several components critical for flight. From this it was clear that the aircraft was to be recovered by road, thus requiring a teardown in the field with limited personnel.

The teardown began on Friday 04 July at 0700 h. By the end of the day all large components were ready for removal. A crane was required to lift the aircraft to a level position, but it was not available until the following week. Fortunately a crane course was being held by 10FSB and the unit gave permission to have the crane course held in the aircraft location. This meant that the crane was available for use at any time. The teardown was planned to have been completed on Tuesday, but plans quickly changed.

The issue was finding a solution to have the aft left shock strut reattached or secured to support the aircraft. If this could be successfully carried out, this would minimise secondary damage experienced due to road conditions. Army Aviation Systems Program Office (AASPO) came to the rescue by designing and manufacturing an attachment fixture. The damaged landing gear strut attachment point was removed and the temporary fixture was attached to the aircraft by an enthusiastic sheet metal tradesman. Two new landing gear shock struts were then installed and re-attached.

Late Tuesday afternoon it was realised that the designer of the landing gear fixture had only calculated for the item to handle a completely stripped out aircraft, as opposed to the simple teardown conducted. This meant that the TST had to band together at 0600 h on Wednesday to have the engines, engine



transmissions and avionics boxes removed from the aircraft. Engineers from 3 CER assessed the road leading out of HRTA and spent a whole day carrying out minor road works in an effort to enable a smooth ride.

The big day came early on a very cold Thursday morning (10 July at 0500 h). The TST escorted two civilian low bed trailers onto the site. After receiving detailed orders on the conduct of the day, the time had arrived to watch the aircraft being lifted by four slings and a crane. The slings were first tested by lifting the aircraft to an indicated 1,000 lbs and then off the ground by an inch. Adjustments were made to correct the weight distribution on the slings once it was lowered. The aircraft was then lifted off the ground once again, with the low bed trailer reversing itself underneath the aircraft, which was lowered and secured in accordance with the lashing plan. By 1130 h the airframe and aft pylon were secured on the two low riding trailers and removed from the MOUT Facility, attracting the stares of the personnel training in the facility at the time.

Upon reaching range control four kilometres and two hours later, the convoy stopped to perform checks on the lashing system. The convoy was joined by the police who were tasked with working with the pilot cars to ensure a safe slow ride through town all the while watching for road obstacles, power lines and traffic lights. At 40 km/h through the busy streets of Townsville the convoy racked up a traffic jam further than the eye could see!

PROBLEMS AND SOLUTIONS

A major consideration was the method of extracting the aircraft from the ground. Was it going to be lifted by a 2 point lifting harness or a 4 point lifting harness? The 2 point harness



proved to be cumbersome and ideally required two cranes. That left only the 4 point lifting method. The only known slings available in the unit just happened to be overseas and were unavailable in the time frame we required. In desperation the TST searched the Q Store for the slim chance one was kept in the area unnoticed. After a few frustrated attempts the senior loadmaster happened to come across a box designated for old unused items which kept the required components. This was the first time the Sqn has had to carry out a recovery in this manner. A crane capable of lifting at least 11 tonnes was required in the major lift of the airframe onto the trailer.

Another concern was on the configuration that the aircraft would travel in. Would the aft pylon have to come off? Should the engines also be removed? Would removing the 6 fuel tanks assist in lowering the centre of gravity? Should the damaged ramp be removed? It was decided a C-17 teardown configuration was most desirable; the aircraft would look exactly as though it was to be pushed into a C-17 Globemaster with the only difference being that the engines and engine transmissions were also removed.

The form of transportation to be used was the next problem that had to be faced. The aircraft was 4 metres wide. Standard flat beds or the trailers on a Mack truck were not wide enough to accommodate the entire aircraft, which had to be transported with its weight on the wheels. A crane to load blades into blade shipping containers would also be needed, and this was provided by recovery mechanics from Logistics Support Squadron (LSS). A trailer of at least 30 feet was required to transport blades.

RETURN TO C SQN TST

Once all of the aircraft components had been returned, a heavy landing inspection was carried out. This gave the TST an indication of the extent of the damage. All cabin flooring was lifted to allow inspection of airframe beams. Landing gear access panels were removed, inspections of landing gear box beams were carried out and main fuel tanks were lowered. Both engines were inspected and deemed serviceable. Both engine mounts were fully disassembled and NDT inspections were carried out.

Upon completion of the heavy landing inspection the full extent of the damage was evident. The aft R/H landing gear box beam assembly had sustained major damage requiring a partial rebuild. Both aft landing gear shock strut upper attachment lugs sustained major damage requiring removal of both components. Large skin repair was carried out on the L/H side below #1 Engine, where the landing gear strut punctured the airframe. Aircraft structural fitters found several ripples in the skin which may indicate stringer/longeron damage. Both Aft Landing Gears were removed for further disassembly and inspections. The aircraft ramp was removed along with the R/H ramp actuator to enable inspection of the R/H actuator upper attachment point.

CONCLUSION

Whilst it would be ideal to say the aircraft had now been repaired and is back flying that is unfortunately not the case. Several main components required to repair the aircraft are in short supply and have been difficult to obtain. The TST have already spent a considerable number of hours in rectification with many more to come. As this goes to press the rebuild of the aircraft has commenced and it is hopeful that we will see A15-102 back in the air soon.

The successful recovery of this aircraft was due to the commitment and adaptability of personnel within the Aviation capability. It is a task that has not been completed in Australia before and has shown what can be achieved when required.

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TIMOR LESTE BATTLE GROUP FOUR (TLBG 4) TECH SUPPORT PLATOON (TSP)

BY ALL OF THE CPLS OF THE TLBG 4 TSP



The TSP of TLBG 4 is made up of RAEME and RAAOC soldiers from several units based around 3 RAR's TSP. The soldiers from Sydney, Townsville and Darwin all came together for a brief MRE in Townsville, which rolled straight into the actual Operation, and I'm sure some people didn't even realise they were in Timor. After taking over control of the maintenance in Mar 08 from 2 RAR, the backlog took a sharp turn north and hasn't looked back since. With the MAS audit team coming in July, it was all hands on deck to complete the outstanding maintenance tasks. The 22 strong team was under the pump from day one and the intensity still has not eased off.

The deployment has provided a good opportunity for the boys to learn new skills, and practice some which don't get used as often in Australia, such as righting vehicles onto their wheels again and Non-Fair Wear inspections.

WO1 'Huck' Berry, the 1 Div EME WO has earned a bit of a reputation here. He was brought in country as a watchkeeper, but has spent more time on the tools than the vehicle CPL. Huck has been busy conducting NFW inspections in his spare time between shifts, and has been suitably given the code names of 'The Tech Inspector and OIC NFW'. Not one to let the crafties have all the fun, Huck has routinely been hassling the ASM to allow him to go on rotary wing FRTs to conduct inspections in the outlying regions. I am sure he holds the record for the most helo flights in Timor. I once even saw him rub one of the crafties names off the tasking board in the CP and put his own up. He then proceeded to 'punch the crafty in the guts' so to speak as he got on the helo and turned to him and said "sorry there sport, but your names not on the TRANSREQ."

Huck once also managed to scam his way onto a helo FRT. He went out to one of the outlying districts to conduct some Rover repairs with CFN Luke 'Critter' Crichton. After all the work was done, the grunts kindly offered the lads a coke each for their good work. Huck quickly enveloped his can in his RAEME stubby cooler which he religiously carries around in his top pocket just for moments like this; however, when Critter failed to produce his, Huck refused to speak to him for the rest of the FRT.

EMEOPS

In EMEOPS we have LT Glenn Sheridan, the OC TSP and WO2 Pete Skinner, the ASM. They are the heart and soul of the Platoon, maintaining the high productive output with their 'choco Tuesdays' and 'Late night shopping Thursdays' overtime. They are also big advocates of maintaining training on Sunday mornings to posture the Platoon well for a full days production, and like keep a close eye on the guys time sheets to ensure there is minimal time wasted sleeping and general ginning around.

The prod clerk, CPL Robert Fock-Tave, or Fockalicious, as he prefers to be called, has been maintaining morale with his singing of 80's disco classics and his rendition of Focky's sacred arias. He was a big fan of the aerobics PT session, demonstrating some well co-ordinated and I dare to say it, rehearsed, aerobic moves leading out the front of the company.

RECOVERY SECTION

Recovery landed in the AO and ready to go. It's all of the boy's first deployment and we were all excited to get it started. We weren't in location long and we were sent off for our first recovery task, after a two day drive covering three quarters the country and only having maps for half the country. We finally arrived in loc, and it should have taken only half a day, but due to other vehicle accidents along the way and busses falling through the road, we had to take the long way around. We finally managed to recover the vehicle that was stranded on the other side of a river, after a steep decent down a tight track, with no traction in the rain. We had no comms, and were running out of fuel and water. It took us three days to recover ourselves back to the main road, and that is how the infamous Bluebell 4 was born.

Soon after the Bluebell 4 saga, CPL Mark Ingleton returned to Australia and we got CFN "I love myself" Jackson as his replacement. Due to the lack of real recovery tasks throughout the middle of the deployment, we sent CFN "CAPT ARVL" Sargeant to the RPS to do his second ECN, OP Supply, as he has already completed the course and he was no use to recovery because the Mech boys wouldn't let him drive the ARVL. Then we have our ever elusive jinx CFN Thorne. Anytime he went anywhere the MRV would end up back on the workshop floor. Then the OC grounded CPL Spohn due to his unfortunate events; such as needing a Blackhawk to fly out a wheel brace for the HRV as he left his in the workshop. He wasn't allowed to leave the Heliport and couldn't go to the mess without a route card. All in all the boys have had fun and

learnt a lot, with the long hours and weekly Saturday barbeque as well as the usually banter between recovery and the greasers (sexual harassment section). With the MRV finally off the workshop floor we can continue to do our tasks and hopefully we can complete one task this trip without needing the HRV to come and get the MRV.

VEHICLE SECTION

Vehicle section arrived in East Timor with LCPL Denis Schoevers in charge (playing John Williamson daily in vehicle section) to conduct the hand over take over with TLBG-3.



One week later, CPL Owen arrived in country and the next day was sent on FRT to the eastern districts. He was then quickly brought back to reality when he was never to leave the heliport again as directed by the ASM.

The work load from vehicle section increased and the backlog sky rocketed. We gained two civilian mechanics to help reduce the work load. CFN Andrew Harris was the first vehicle mechanic to go to hospital with glandular fever, but we thought it was more than that when we visited as he believed the male nurses were 'hot'. Then losing CFN Joshua Brown while playing touch football, he gave a "that's gold manoeuvre" and broke his right thumb, so he returned back to Australia. Now with CFN Brown gone, CPL Owen was able to gain a GMV and once again escape the terror of the Heliport.

CFN Luke Crichton gave vehicle section the new name of "sexual harassment section" as he liked to slap other members of the platoon on the bum giving a 'good game hit the showers' and he received a PD 105 for his performance. CFN Ben Lewis got his own reputation as "eye candy" off the female truckies, and then the status spread through Technical Support Platoon until team eye candy was spawned.

The Mech Pl, where the hell are Mech Pl, boys were a rare sight down at the TSP. They were well and truly tasked back and forth between their legitimate family of Mechanised vehicles and their adopted family of B Vehicles, which they were forced to work on with a whip cracking overhead.

As weeks started blending into one after working seven days a week, the highlight for everyone is morning tea on Wednesdays and the Saturday afternoon barbeque to break up the monotonous weeks, and conduct the regular spanner nominations for the fluorescent tool vest.

All the boys so far have had a good time and look forward to coming home and going back to working a normal week.

ELECTRICAL, INSTRUMENT & RADIO SECTION (BACKBONE OF WORKSHOP)

Well here we are again, it's that time of year for the Crafty mag submissions. As the representative of EIR, I was asked (told) to give a brief submission of the goings on of the section for TLBG 4. We have an array of people from far and wide who make up the section for this rotation. The crew this rotation are Section leader - Boffin CPL Tu Chau Luu (Two Pac, Joe) Section 2IC - Head Sparky LCPL Chris Galvin (Chrissy G) Pleb 1(elec) CFN Gordon Watkinson (Watto, Mumbles) Pleb 2 (elec) CFN Dean Van Brakel (VB, Van Knackel) After a brief handover from the old rotation, we were handed the wheel to what was now our sinking ship. Two Pac disappeared into his secret Boffin bat cave, only to be seen at meal times and some knock off parades. Working furiously says he, not so sure says we. Elec sect was busy from the get go, really putting the LEC in Elec. Work parties and duties were the order of most days for us. Most of our area was turned into communal workshop territory much to the displeasure of Chrissy G. Having the brew fridge, brew gear, brew urn and all of TSP's field gear in our tiny work space kept us busy cleaning up after the rest of the workshop.

Mumbles and VB kept the work rolling through, each doing their best to fight for the tittle of number one Pleb. Chrissy G kept an eye on the paper work and kept the Plebs busy and generously even did some work himself when the need arose. Each day, Two Pac would emerge just in time to "get the orders" and then pass them on to the rest of us.

Now we are about half way through the deployment and have settled in. Nerves are being frazzled and everyone has seen too much of everyone else. Mumbles is away on ROCL and Chrissy G (personal elecky to the stars) is about to set off for a week of swanning, I mean working hard with the Tour de Force, supplying and meeting their power needs along the way. This leaves VB all alone, but in head spot as Pleb one on the ground and in charge of the section. VB generously volunteered his services for the tour de force, but unfortunately, he has no license codes so had to stay behind.

CPL Rob 'Macca' McLaren from CIMIC offered his services as a Boffin to try and fill the big void left by Two Pac whilst he was on ROCL. After day one he was already drawing questioning comments as he was often seen outside of the aircon, and was busily conducting maintenance on radios and instruments. This was seen as out of line by CPL Luu, who had him quickly ushered back into the confines of his air conditioned cave which mysteriously ate compasses.

The rest of the deployment should hopefully flow on ok. With the crew rotating through ROCL, everyone is getting a well deserved rest from work and each other. Our only real concern is the lack of repair parts coming in. Apparently the exercise, whoops I mean operation, is running out of funds. The workshop is going to pass the hat around hoping to raise enough money to get some consumables in, but we will have to wait and see how that pans out. Until next year, good luck and may the force be with you. ARTE ET MARTE

General Engineering Section The TLBG-4 campaign for GE started with high expectations after the assassination attempt on the Timor Leste President, Jose Ramos-Horta, and death of Alfredo Renaldo prior to our arrival. Unfortunately, nothing really eventuated and OP ASTUTE, Battle Group Balmoral, continued on its task of security and support to the government of Timor Leste.

The GE section was lead by CPL Malcolm "Cossi" Costello (3RAR) and consisted of a metalsmith, CFN Paddy Dorahy (3CSSB), two Fitter Armourers for the TSP, CFN Alex Hoffensetz (3RAR) and CFN Kirk Matson (3RAR), as well as CFN Luke Everett who is the fitter armament for the 5 RAR Mech Pl. We were all kept very busy throughout the tour. Cossi was continually being swamped by technical paperwork as well as juggling Platoon SGT duties, plus defending truckies in front of the CO in his spare time. Paddy was busy implementing different modifications on equipment while continuing with general fabrication for

unit jottings

TIMOR LESTE BATTLE

CONT.





the battle group when required. The Fitters also had their hands full by providing support to a promotion course, weapon qualification courses, a fire power demonstration the Battle Group conducted in-country, plus general maintenance for the Battle Group at the drop of a hat. GE section also managed to get a good look into the Vehicle Mechanic trade with all members of GE having to put in a fair few hours with the vehicle mechanics on the floor to try get on top of their ever expanding work load, and help with the good old parts picking.

We did get plenty of sight seeing opportunities with an average of two FRTs being sent out a month which could be anywhere at all in the country. This in its self was a challenge with the country of Timor throwing all different weather conditions at us, and even less predictable road conditions. With the help from the Kiwi Air Force Iroquois, and Hevilift, a private civilian Helicopter Company, we were able to conduct a lot of FRTs using rotary wing as the preferred means which cut the travelling time down and allowed us to get the job done a lot quicker, plus some great shots of Timor. We never once saw any Blackhawks taking off though, I wonder why that was?

At the end of the day, Timor was a great experience, an eye opener for the GE team and a good stepping stone to even more successful deployments in RAEME. Special thanks to the RAEME association from GE for all the packages they sent over to lift morale, they were much appreciated!!!!

REPAIR PARTS STORE

The RPS has been receiving a helping hand from the Q store who supplies us with its finest soldiers. The latest addition to the team is CPL Jeff (Whitey) White. An ex infantier, his prowess and speed on the computer is matched only by the concrete drying on the new workshop floor. PTE (Jobbo) Jobson is firing on all cylinders with the RSG. His ability to extend a job that takes a few hours and turn it into a week is amazing. In order to get him to stock-take the RPS, the lads chip in and place mars bars and lollies in random bin locations so he has to count everything to find them.

It was recently believed that the PX store at the H Pod had extended Jobbo's account with them due to his excellent patronage. This was partly due to the PX store almost going out of business when Jobbo went away on ROCL. His 30 day no running chit was lifted when he was seen by the OC running to the PX store after someone had tipped him off that it was having a closing down sale.

CPL (Boz) Cornell has managed to grow several hundred more grey hairs, and many wrinkles whilst working the day care centre at the RPS office. His black sunglasses are not just a fashion statement, they also cover his red eyes from the late nights he puts in as 50% of his job is doing RPS work, the other 50% is spent training monkeys to pick parts.

The pace is still high for many of us at TSP, but the other day I had the privilege of heading out on an FRT with CFN Gordon 'Watto' Watkinson and Ben 'Lewi' Lewis. Our mode of transport was the good old HUEY helicopter, piloted by the Kiwis. I had been flying with the boys from heavilift before, but the Kiwis really know how to make the trip interesting.

On the way back from the FRT, we travelled the scenic route along the river, dubbed 'The River Run'. If you like the feeling of your head sinking into your stomach then you'll love high G banking around the curves of the river. At first I thought I would have to hang on for dear life to stop myself from falling out the open doors of the chopper. But the force and angle of the turns was so great that it kept me in. I reach for Watto's camera, thinking that this will be some great video footage, only to find that his camera doesn't have video. Oh well, its sit back and enjoy the ride.

We then flew out onto the coast line of East Timor and headed for the Heliport. We passed around rock cliffs and cruised along the beaches to the unforgettable sound of the Huey blades cracking and cutting through the air. Let me tell you there is no ride at any show that can match this one. Thanks to the Kiwi pilots, it was one day in the deployment I will not forget.

CMC

The RAEME lads at the Contract Management Cell have been working hard. The likes of WO1 Greg Weston and WO1 Gary Pratt have become connoisseurs of the local coffee venues, with plenty of advice to offer on the subject of being worked off your feet. They often appear at the Tech Support unannounced in time for morno's and for the Saturday arvo BBQ on a weekly basis for a 'Production Conference'.

As the trip winds down, we are starting to prepare for handover at about the two months to go mark, all in the name of presenting a good handover takeover. We look forward to welcoming 5 RAR as TLBG 5 with open arms and cannot wait to get home to our loved ones.

LEVEL BEST MAKES FLAG FLY

BY CAPT CAMERON JAMIESON, A/PAO RTF-3



It takes more than computer skills to make it to the next level in this game.

When it comes to mechanical prowess and procedures, Army's Level 2 Unit Technical Accreditation is one of the toughest goals to achieve, with most units either unaccredited or Level 1 accredited.

All units in the Army are subject to the requirements of the Technical Regulatory Framework, as they provide the guidelines and govern how maintenance is conducted in Army organisations. Every unit is assessed on how they comply with these guidelines.

It takes dedication, professionalism and hours of hard work to achieve Level 2 status. Only a few units have achieved this honour, and Afghanistan-based Reconstruction Task Force Three (RTF-3) joined their ranks on Boxing Day 2007.

OC RTF-3 Operational Support Squadron (OSS) CAPT Kane Wright said the soldiers' determination to make the grade was fuelled by the need to keep the Task Force's vehicles and equipment in top working order to meet operational tasking in the harsh Afghan terrain.

"The guys on the floor have worked hard at swinging spanners and doing their job to maximise the availability of operational equipment," he said. "Given the tempo of RTF-3 operations, it's been no small feat to keep the equipment working."

At OSS headquarters the midnight oil was also burnt. CAPT Wright said his team had submitted engineering change proposals and requests for equipment concessions to allow equipment to be operated within the technical guidelines. "There have been a lot of sleepless nights put in by the guys so we could get this accreditation," he said.

CAPT Wright said another motivation to get the accreditation was a deal he struck with the CO RTF-3. "The CO said he would give us permission to fly the RAEME flag if we able to get our maintenance level upgraded," CAPT Wright said. "The RAEME tri-colour has a lot of history behind it and is an immense source of pride for the craftsmen. So it's been a great windfall for the boys to fly the symbol of the Corps as well."

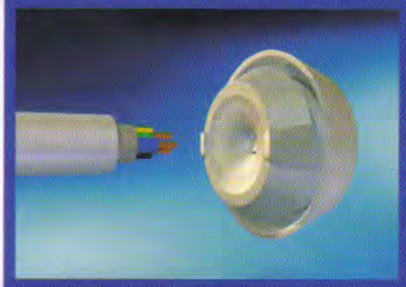
Sergeant Steven Schou, RTF-3's Acting Artificer Sergeant Major, said the Level 2 accreditation meant a great deal to him and RTF-3's craftsmen. "Everyone's worked hard and put in some long hours to make it happen," he said. "And it wasn't just a matter of pride. It's part of our technical professionalism to go that one step further, and to have Level 2 means we can hold our heads up and know we are doing a good job."

RTF-3 Job 36

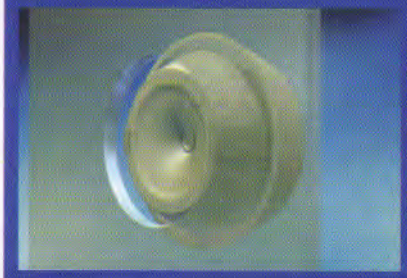


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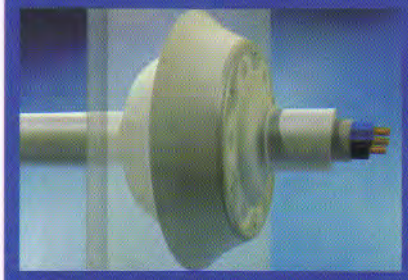
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Dytecna Asia Pacific is a Melbourne based business specialising in the provision of ILS and associated services to the defence industry in Australia and across Asia Pacific.

We are currently negotiating and delivering a number of contracts that require the provision of a range of ILS and associated disciplines. We are therefore seeking to employ a number of experienced practitioners who are familiar with ILS disciplines at all levels.

The Company: Dytecna Asia Pacific is a wholly owned subsidiary of its British parent and has been an active participant in the Australian Defence and commercial industries for the last 3 years. Based at Southbank in Melbourne's CBD and conveniently located within close proximity to key defence establishments.

The Task: We have a number of opportunities for suitably experienced personnel who understand the broad range of ILS functions and will favourably consider applicants with experience in the following disciplines:

- Engineering Support
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- Reliability & Maintainability Analysis
- Training and Training Needs Analysis
- Codification
- Logistics Support Analysis
- Safety Case Reports
- Supply Support
- Project and Risk Management

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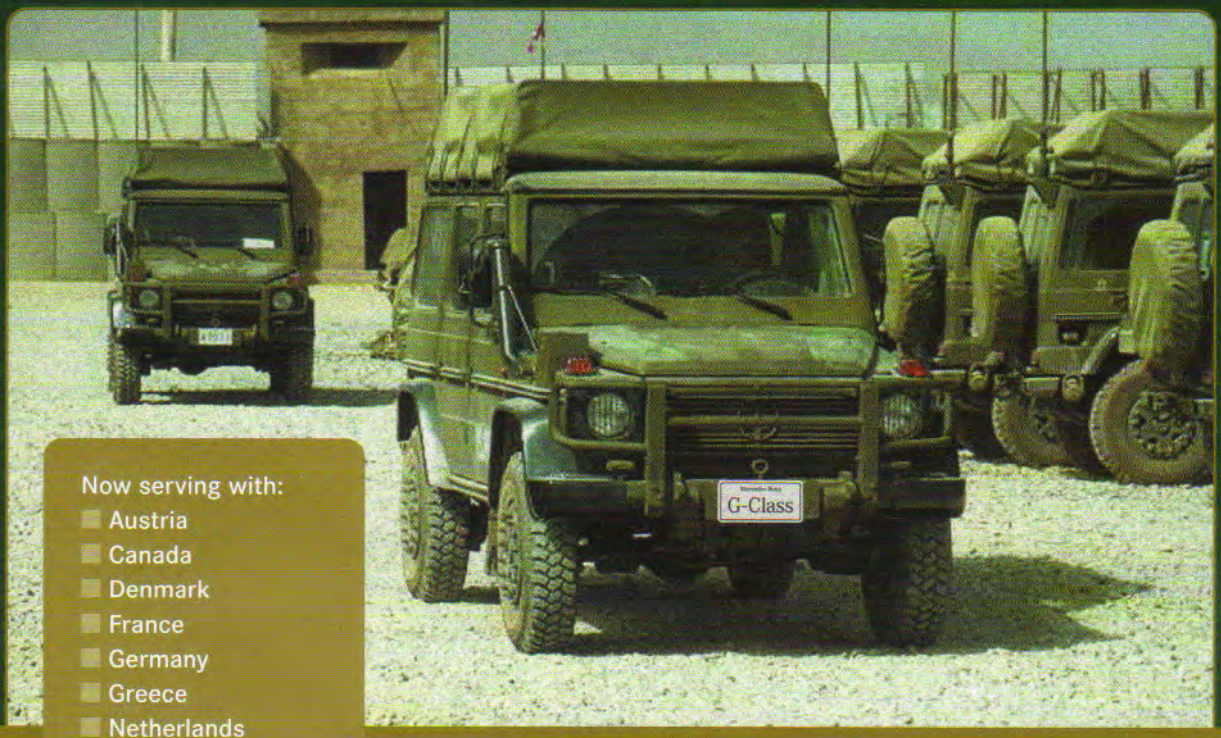
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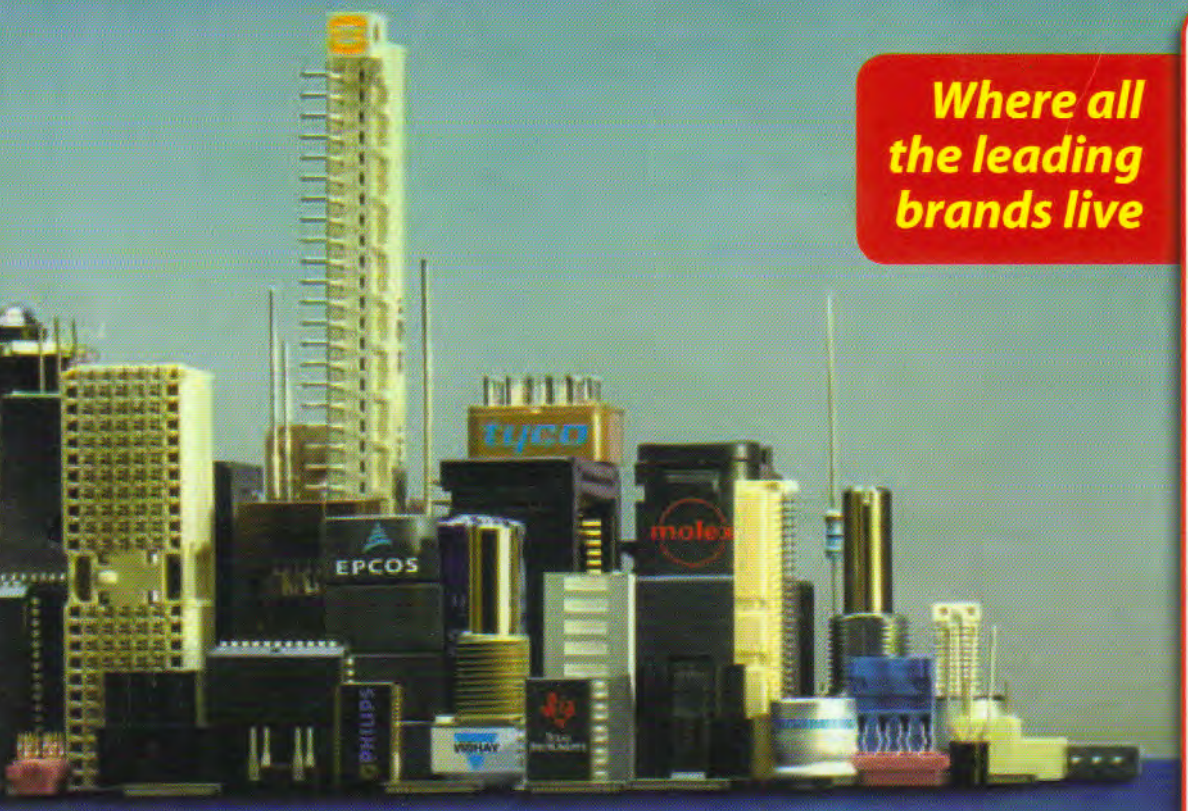
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