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The Corps of Royal Australian Electrical and Mechanical Engineers



Issue No. 61 Summer 2009



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DEADLINE
1 May 2010

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Corps RSM report



WO1
Marty Burgess

I write this, my final report as Corps RSM, with a degree of sadness and I ask myself where have the past two years gone? So many things have happened in these two years and I am pleased to say that most are for the good of the Corps. GORPS has come and gone with the majority of our tradesmen gaining financially, the restructure of training at ASEME has seen our tradesmen transition through at a quicker rate thus providing an increased capability to Army, these are just two of the multitude of happenings that have occurred.

It has been a pleasure to visit the members of the Corps who are spread far and wide, listen to their issues and provide a voice for them through to the higher echelons of Defence. We still face a number of challenges with the introduction into service of the Land 121 platforms and the CSS FMR which will determine how we will continue to provide the great service that we are known for into the future.

There are two gentlemen who I would like to single out for influencing a very young and not so knowledgeable CFN many years ago. Firstly Pete Williams my ASM at 26 Tpt Sqn in 1989-90, thanks for the guidance and patience and Alf Clegg ASM 17 Const Sqn 1990-94, for having belief in a young CFN and giving him his head, it changed my thinking and kept me serving.

My reason for mentioning these two men is a simple one. They are fine examples of the mentoring that we as a Corps do very well. Good leadership and strong mentoring provide a positive influence on young soldiers. It is something that we must continue to do for us to succeed, giving our young tradesmen a chance to develop.

While there are always pressures on us to get the job done with no room for error or experimentation, the best learning experience is one gained through individual achievement. More knowledge is gained through the individual learning themselves than by spoon feeding without explanation.

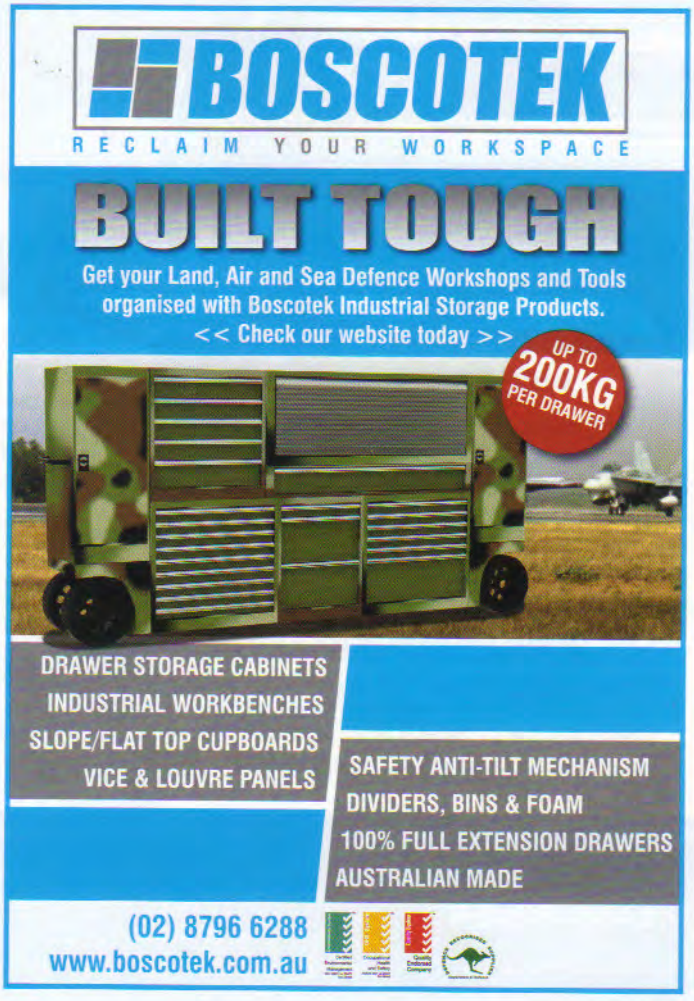
The Corps is well placed to continue the great things we have achieved but we must maintain the standards and not become absorbed in petty bureaucratic arguments about governance which threaten to turn us into autocrats ruled by books and computers.

In closing I would like to thank all those I have worked with in the past two years, Brigadiers Welsh and Creagh who have ensured that the Corps is well represented at the highest levels and that our good profile is maintained. LTCOLs Stanton, Hadzi and Ashurst who, as well as running the busiest schools within Army, still find the time to be DHOC. The SO2s both Corps and Heritage, it has been a pleasure and an honour to work with men who have the highest interests and traditions of the Corp at heart and work continuously for you the Tradesmen of RAEME.

I would like to wish WO1 Jason Ballard well when he takes up the reins in 2010, I hope he experiences the same enjoyment as I have over the past two years.

Thankyou for allowing me the honour of being your Corps RSM, I have enjoyed the privilege immensely.

Arte Et Marte



LT Keyurkumar Patel achieves accreditation as a Chartered Professional Engineer

Lieutenant Keyurkumar Patel joined the Army on 31st March 2008 as a RAEME Aerospace SSO and was posted to the Army Aviation Training Centre (AAvnTC).

He was later detached to the Army Aviation Systems Program Office (AASPO). He became a member of the Institution of Engineers Australia and commenced work to become a Chartered Professional Engineer (CPEng).

He wrote Career Episode Reports between his training continuum courses. Working at AASPO helped achieve CPEng as he was missing a few sub elements from his civilian career, but these gaps were soon filled.

His CPEng status was conferred on 29th July 2009. Lieutenant Patel is very proud to be the first Lieutenant in the Army to achieve the status of CPEng with National Professional Engineers Registration (NPER) for Mechanical, Aerospace and Information, Telecommunication, Electronics Engineer (ITEE).

He says: "For me the entire CPEng application process was a very worthy experience as a practising engineer and above all it is great to be recognised as a professional among peers, defence contractors and APS members."



Lieutenant Keyurkumar Patel's Commission and CPEng certificate were awarded by the Commander of AASPO, COL Rob Crowe, FIEAust, CPEng in presence of the Director General of the Army Aviation Systems, BRIG Charles (Jock) Crocombe, AM on 21 Aug 09 during AASPO's 17th Birthday.

How to achieve CPEng status?

The first CPEng step is to prove the Stage One competencies. Competencies are documented via Career Episode Reports (CER). When considering how to write up their CERs, engineers can draw on their experience of a large project and hence write only one CER, or they can draw on several small projects and therefore write several CERs. At the end of Stage One, the engineer progresses to become a professional member of the Institute of Engineers Australia with MIEAust as a post nominal.

Stage Two competencies (and overall CPEng accreditation) is achieved via documenting three compulsory competencies and two elective competencies. In total, over thirty sub element competencies need to be proved.

The introduction of electronic CER reporting makes the CPEng procedure simple and traceable. Once the engineer, the mentor and the supervisor are satisfied that the engineer's CERs prove the engineer's competencies, the CERs and a summary of the engineer's academic and professional work experience documents are submitted to the Institute of Engineers Australia for assessment.

Once the Institute of Engineers Australia has completed its assessment, the engineer undertakes a professional interview featuring three industry members and an Institute of Engineers Australia assessor. During the interview, the engineer presents and is assessed on all facets of their professional competence and experience. Professionalism, engineering ethics, leadership, up-to-date expertise, environmental considerations, quality, safety and the ability to undertake independent practice are hallmarks of the interview step.

The Engineers Australian website has further discussion and guidance on how to become CPEng certified www.engineersaustralia.org.au. The Army supports CPEng via a variety of professional development programs. Unit senior engineers are able to provide guidance on how to access these programs

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William Wesley (Bill) Tom

Sadly I need to advise of the death of Chapter 23 member William Wesley (Bill) Tom. Bill died peacefully on Monday night in Bundaberg. He served with 1ALSC during our tour and strong supporter of the Chapter even though getting to meetings outside Bundy was not possible.

From Ray Payne.

Additionally from Gary Sargent:

Bill Tom was a WO1 in RAEME when I was a young Crafty at 4 Base.

Served with 1 ALSC & 101 in 66/67.

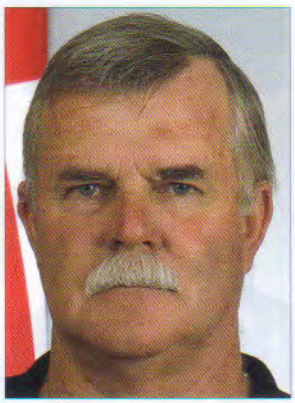
His son Gill was a 22nd Apprentice as well as RAEME.

Bruce Arthur Johnson

It is with deep regret that I advise that 36127 Bruce Arthur Johnson passed away at 1820 hrs. (28 October 2009). He was born on 22 March 1938 at Carlton, Victoria. He served with 161 (Indep) Recce Flt from 19 August 1968 until 27 August 1969. Bruce was the Sergeant Elect Fitter during his time with 161 (Indep) Recce Flt. Bruce fought a hard battle with cancer however, his battle is now over and he can now rest knowing that he will never be forgotten. He will be sadly missed by those who had the pleasure of knowing him. May he rest in peace.

This message was received from Len Avery, the Assistant Secretary/ Treasurer of the 161.

Philip John (Tom) Lowndes



28th November 1952 – 24 May 2009

Recollections of Tom are many and varied, most of which will never be related in a forum outside the army context!

Tom joined the army in the 24th intake of apprentices on the 20th of January, 1969 and trained as a vehicle mechanic. He completed his 4th year of training in 1972 at Puckapunyal Area Workshops with likes of JC Goodchap, Peter Harper, and Lloyd Millican amongst others.

Tom spent 8 years at the 1st Armoured Regiment rising through the ranks to SGT working on Centurion tanks in the early days then later the Leopard tank was brought into service. Tom spent a long time at the Regiment, which in many ways affected the remainder of his army career. He finally left Pucka and became a very good "regimental" soldier variously spending time at Kapooka as an instructor and at RAEME Training Centre. Tom became a specialist in training and coaching shooters and is well known for his ability to train soldiers (read officers here as well) in this, the most important skill for soldiers, shooting.

Tom was the acting Corps RSM for a period of his time at RAEME Training Centre time which went largely unrecognised.

He discharged from the ARA on 22 January 1989 joining the ARES thereafter, which was followed by periods of full time service and eventually re-enlistment to the ARA in 1991 for 3 years. During these periods Tom was heavily involved in the RAEME Historical Collection and became a qualified curator and became known as the "fossil".

Tom finally discharged from service as Warrant Officer Class Two after 29 years service to the nation.

Tom was an excellent shooter and represented Australia both in Service and Civilian competitions around the world including Queens Prize competitions at Bisley in the UK.

Tom could be "prickly" but that was part of the man! He had foibles, as we all do, however he was straight and a craftsman with strength, humour and a fair (or maybe unfair) disregard for the boofheads at the top. Tom was good at fostering relations with his wit and basic "people" skills and was always good for a joke or a practical joke.

Tom was well respected broadly which was borne out by the large number of people from across the many facets of his life who attended his funeral in Wodonga on the 28th of May 2009.

The wake at the Wodonga RSL, well that's another story'...

Tom is survived by his wife Elly and children Shane and Jodi and four Grandchildren and sympathy is extended to them.

Steven Loweke

Steven enlisted in 1997 and was employed as a Recovery Mechanic prior to being discharged from 1 CSSB in 2003. Records indicate that Steven may have been posted to 1 Fd Regt immediately prior to his discharge but it is unclear as to whether he commenced that posting. Steven passed away in September at age 30 whilst visiting Thailand. Stevens Mother Betty has asked to pass the message far and wide to inform all Spanners who may known Steven of his passing. Betty also advised that she would love to hear from anyone who has stories or photos from their time with Steven. Replies can be send to the HOC cell for forwarding to Betty.

This message was received from Captain Ian Cook, OC 101st.

WO1 William (Bill) Donohue

Born: 02 Jun 1942, Passed: 24 May 09. Bill is survived by his wife Carol, his four children, Anthony (RAAOC), Neville (RASIGS), Gregory, Kylie and ten grandchildren.

Bills career spanned over 28 years and during that period he served in multiple locations and toured South Vietnam in 1970, something that Bill and his family (especially his two serving children) are very proud off. From the day Bill joined the Army he enjoyed that lifestyle and made a lot of friends.

He really enjoyed the social times that involved drinking and dancing that a lot of you out there would remember him by. Bill would have stayed in the Army until retirement if he had his way, but his wife Carol discovered Emu Park in QLD and wanted Bill to get out and retire which he did.

Bill will be remembered for his love of life, especially golf and fishing with a beer in his hand. Bill will be greatly missed by all and his medals (replicas) will be displayed in pride by all his kids and grandchildren whilst marching on ANZAC Day. Rest in Peace Bill, we all love you.



Barry Claude Freeman

Sadly Barry Claude Freeman passed away yesterday at 3-30 pm 5/11/09. Barry was a 31 VM, he is survived by his wife Paula and 3 children.

This message was received from Rod Girvan.

Michael Francis Farmer Gainer

I wish to tell you of the passing of my father, Michael Francis Farmer GAINER. (RAE/RAEME) 438027. Died at his home, peacefully and painlessly, 8/10/2009.

This message was received from Nicholas Gainer.

RAEME in the DMO

From fighter planes and satellites to tents and rations, the Defence Materiel Organisation (DMO) is Australia's largest project management organisation and its mission is "to acquire and sustain equipment for the Australian Defence Force".

The DMO is part of the Department of Defence. In 2009-10 DMO will spend more than $11.8 billion acquiring and sustaining military equipment and services, and will employ over 7,700 people in more than 40 locations around Australia and overseas. Its business is principally driven by the defence policies and objectives set by the Australian Government and the operational requirements of the Australian Defence Force (ADF).

The Defence Materiel Organisation (DMO) was established in 2000 through the merger of the Defence Acquisition Organisation and Support Command Australia, with the purpose of providing a cradle-to-grave acquisition and in-service support organisation.

DMO was prescribed under the Financial Management and Accountability Act 1997 (FMA Act) on 1 July 2005. As a prescribed FMA agency, the DMO has become a more business-like organisation, with a Chief Executive Officer at its head, and operates under formal purchaser-provider arrangements established with Defence groups.

Two of the categories of purchaser-provider arrangements established with Defence are Materiel Acquisition Agreements and Materiel Sustainment Agreements which are agreements between the CEO DMO and the Capability Managers.

There is clear recognition in both the DMO and the ADF that military postings into the DMO would benefit both organisations, and RAEME feature prominently across the Military Preferred (MP) positions.

RAEME and ex-serving RAEME members play key rolls in both the Management of Capability Acquisition and Capability Sustainment with in DMO. Currently there are 114 RAEME Officers from LT to One Star and 121 soldiers from the rank of CFN to WO1posted and working within the DMO.

In addition to the currently serving RAEME members there are also many ex-serving RAEME members filling appointments as Directors, Project Managers, Senior Maintenance Management Advisors, Senior Technical Advisors and ILS Officers.

The Director Land Acquisition Program Management is a Brigadier(RES-I), past Corps Director and now defence civilian who has a long and distinguished career within RAEME.

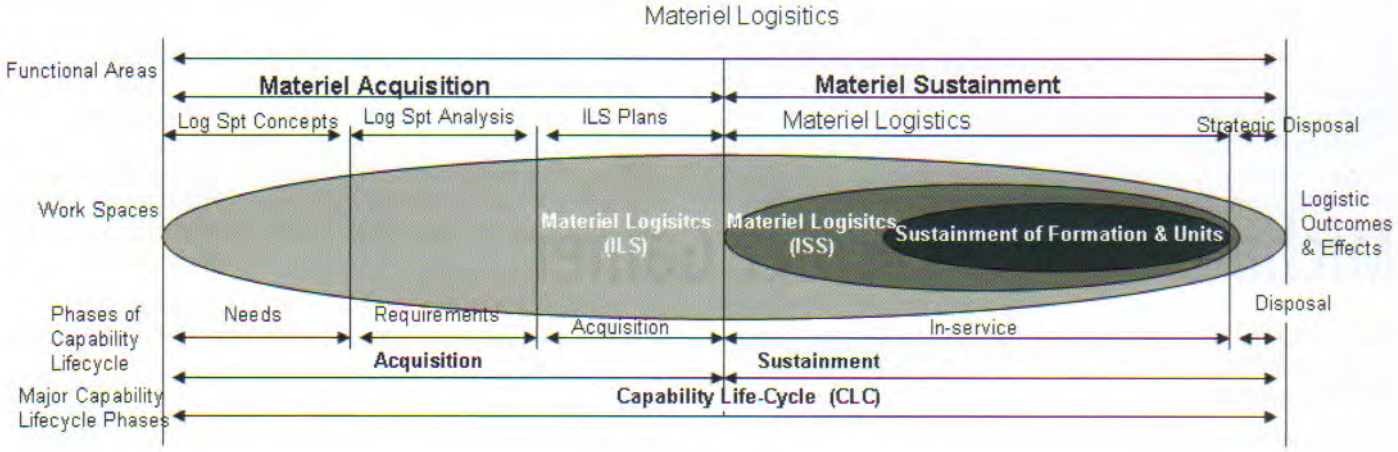
The majority of RAEME members are active in the Sustainment and Logistics space within DMO. Logistics provides the resources that underpin combat power, positions those resources in the battle space, sustains them throughout the operation and redeploys and regenerates them. The DMO is responsible for supporting a major component of this broader view of logistics through the life-cycle management of materiel to achieve the stated requirements of the Capability Managers. This is referred to as materiel logistics.

Defence defines 'sustainment' as the provision of personnel, logistic and other support required to maintain and prolong operations or combat until successful accomplishment of the mission or national objective.

The DMO supports this outcome or effect by equipping and sustaining the formations and units of the ADF. In general, this involves the management and provision of products and services needed to meet the preparedness and performance requirement of the materiel systems.

Accordingly, the sustainment function undertaken within the DMO is qualified as materiel sustainment. While the materiel sustainment function has a large in-service support focus, there remains an equally important requirement to manage ongoing Integrated Logistic Support, plan for disposal and carry out end-of-life tasks.

The relationship between materiel logistics, materiel sustainment and the sustainment of ADF formations and units is depicted below:



As a member of the Materiel Logistics Job Family, RAEME members will find themselves working in a range of professional workforce disciplines including, but not restricted to, general management, project management, engineering, logistics, finance and contract management.

Materiel sustainment management functions are normally undertaken within the System Program Office's (SPO) broader materiel logistics framework, and Sustainment Managers typically have a breadth of responsibilities across a range of functional areas in the materiel logistics domain. The materiel logistics domain comprises two categories of logistics management and logistics support.

Logistics management

There are three disciplines in logistics management:

ILS management – This stream recognises the requirement for personnel to be skilled in ILS management and apply this knowledge across all phases of the materiel life cycle.

In-service support management – This stream recognises the requirement for logistics management support for the in-service component of the materiel life cycle. While personnel in this role apply the principles of ILS, the focus is on in-service support management rather than the practice of ILS.

Systems management – This stream recognises those roles with a relatively broad coverage that have a systems and business management focus such as SPO directors.

Logistics support

In this discipline, there is a distinction between the logistics management role and a more specific functional responsibility for component and equipment management. There are five disciplines within logistics support:

Inventory management – Inventory management applies to those items of supply that can be categorised as non-repairable components and consumables. This stream reflects roles the management of inventory and includes defining stockholding policy, usage rates, demand management, performance management and disposal.

Maintenance management/analysis – This job discipline identifies those roles that are related to the management of items that are repairable or rotable. It reflects the establishment and management of a repair pipeline, repair venues and repair contracts. Configuration management is included in this job stream. This job role is generally technically focused but does not require a technical specialist.

ILS Specialist (Acquisition) – This discipline involves the application of ILS in the requirements and acquisition phases of the capability life cycle.

ILS Specialist (Sustainment) – This discipline involves the management and application of ILS in the in-service and disposal phases of the capability life cycle.

Data management – This discipline identifies those roles that involve the management of the range of data required to ensure the sustainment of a capability. It includes codification and cataloguing, and technical data management roles that do not require technical input and are related to the structure, administration and distribution of documents.

Although a lot of focus and attention is on activities at the sharp end, there are many brethren of the corps working hard in the deeper levels of equipment acquisition and Materiel Sustainment within DMO. A tour of duty within DMO can offer members exposure and experiences in the logistics environment to a much greater depth and breadth than can be achieved at unit and formation level.

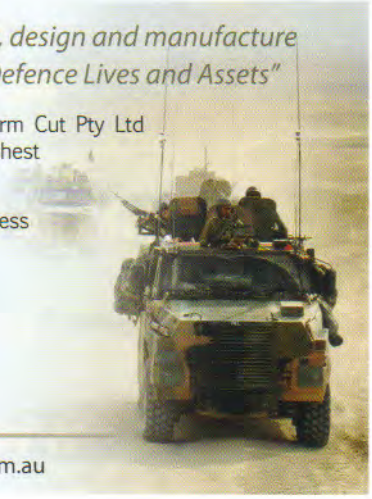
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Rifle Company Butterworth (RCB) Tech Support Team 3CSSB

By CPL Strozkiy, Veh Pl

In mid 2009 a small team from 102 Fd Wksps, 3 CSSB deployed as part of RCB 86. Although some further tradespersons deployed as rifleman, I was fortunate enough to deploy as a maintainer. Deployed with me was CFN Hourn (Vehicle Mechanic), CFN Perry (Fitter armourer) and LCPL Hall (Fitter from 10 FSB).

RCB86 is probably one of the best deployments I have been on and would highly recommend it to anyone considering going in a Tech Support role. As a Tech Support Team, planning skills for the VM and Fitter were essential as there were five exercises planned for each three monthly RCB rotation. The majority of the vehicles over in Malaysia were serviced every three months, so it was guaranteed that most vehicles would need a service during our rotation. These services had to be scheduled so as not to conflict with an exercise. This was due to there being no facilities to do servicing at the exercise locations.

All servicing and repairs were done by a civilian contractor called Mr Tan. Communications with him and his female clerk was interesting to say the least, we soon picked up valuable communication skills in order to ask him to do specific tasks. Not to worry though, the contractor could read English very well. We found that if we put in the correct information onto the EMEFIX then the battle was half over. The only time the VM had to touch the tools is on exercises when required as well as the usual non-tech period where we helped the operators repair minor defects on their vehicles. The administration associated with the contractor was a bit tricky and this took up a few hours of my time each day. The rest of the time was



spent on improving the work area, helping the fitter out if he needed it or assisting transport with tasks.

The fitters job was quite busy, well it was on this rotation. LCPL Hall and CFN Perry put in an excellent effort to ensure future rotations would get it easy. Initially both fitters were flat out inspecting and repairing the Company's arsenal to a Fully Functional state, including Steyrs, GLAs, Minimis, Mag 58s, 84's, M72A6s, M4s and pistols. There were also a couple of small gen sets and catering equipment that needed repairs and technical inspections. Future rotations however will have it easier as all the 2/30 and 324CSS weapons were brought up to FF status. This enabled RCB86 maximum capability throughout the entire rotation. CFN Perry was recognised for his achievements by being awarded the 2/30th TRG GRP coin medal at the end of rotation function.

Somewhere in the middle of the tour members received a one week leave period and were able to travel far and wide throughout the region. My whole clan came over for the week and we spent three days in Kuala Lumpur and a couple of days in Penang. Then after a relaxing week off, we were into the final phase of the deployment, Pulada and Singapore, back to back. Unfortunately the H1N1 virus really played havoc with planning and we didn't know if we would be allowed into Singapore until the eleventh hour; luckily we did eventually make it.

Singapore was great, the facilities there were fantastic and everyone enjoyed their time and got something out of it. Outside of our trade most of us were involved in training support and enemy party. I personally really enjoyed playing enemy on the Fighting Over Fortified Objects (FOFO). At section level, they were easy targets and it was not difficult to wipe out the whole section. However as a company attack, we were heavily outnumbered and everyone learnt the enemy tricks that were used, so they were well prepared and wiped us out in no time. We were exhausted after four sessions of playing enemy.

The night life was very interesting for the uninitiated and the Orchard Towers was the place to go for the education of your life. The crew soon learnt that you need plenty of cash on hand because it disappeared quickly, about $500 was enough for a good night out that wouldn't be forgotten in a hurry.

Once back in Butterworth the last adventure began. We had three historical tours to choose from, Vietnam, Thailand or Penang. From what I heard Vietnam was the pick of the bunch and at only 1800RM for five days, it was good value. Converted to Australian this is under $700AU and tax deductable.

Well, I hope from my few words that I have encouraged you to put your hand up for a future RCB deployment, I am sure you will enjoy it as much as we all did.

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



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Prince Phillip Banner Miniature Releases: Foundation Issue 001-200 (Sold Out); 20th Anniversary Issue (Sold Out); Award Issue 401-500 (Not For Sale); Final Issue 501-600 (Now For Sale).

DMO Project Land 106 – M113 Upgrade

By WO1 Chad Duncan – ILS Technical Adviser, M113 Upgrade

Background

The M113A1 fleet of light armoured vehicles has served the ARMY for a period much longer than was ever expected. In the mid to late 1960's, the Australian Government committed to a substantial effort in South East Asia in support of the Vietnam conflict and this included the use of newly purchased M113A1s. The vehicles proved to be very effective in support of operations in sometimes steep, heavily vegetated landscapes and generally difficult terrain. The armour offered far more survivability to crews and the vehicle provided a weapon platform from which to fight from, or to take up an offensive posture on the battlefield.

30 years later – what to do with the old M113s?

The M113s were somewhat left behind by the introduction of other fleets and needed drastic modernisation or replacement of the capability. The concept of an agile, armoured fighting vehicle, capable over a wide range of terrain, moving combat troops into and out of battle field was a void not being filled by the other fleets. A suitable replacement was sought on the world stage in the form of a MOT (military off the shelf) purchase. It was found nothing was in the league of a modern day M113 equivalent suitable for the Australian Army's needs, and at a cost the Government could afford.

Project Scope

Initially, the upgrade was for 350, M113A1 to the AS4 specification. A later Contract Change Proposal (CCP) was signed for an additional 81 vehicles under ELF (Enhanced Land Forces) bringing the total to 431, M113AS4.

The significant outcome of the Project was to enhance the M113 with the following range of improvements:

- **Protection.** Add-on appliqué armour and spall protection, plus improvement to blast protection.
- **Firepower.** New electric powered turret, 12.7mm QCB and new Commander's day/night sight.
- **Mobility.** New drive train, suspension and driver's controls.
- **Supportability.** More reliable mechanical, electrical and fuel systems, and improved habitability and stowage.

M113A54 compared to M113A1

The new M113AS4 is a vastly different vehicle to the earlier A1 variant. It can be clearly seen from the following table the benefits of the new vehicle over the old.

M113A1	M113AS4
TURRET	
9mm armoured steel construction	Turret with appliqué armour equivalent to hull armour protection (with appliqué fitted)
Direct Vision Blocks	Optics: Day (x6)/Night (x4) periscope sight 5 periscopes (plus sight fitted with unity vision window)
Manual traverse through direct input gearbox Free floating "shoulder driven" elevation control	Electric drive Gun Control Equipment in traverse and elevation operated by thumb controller mounted on single joystick
Electrical firing harness	Improved Electrical firing harness
GPS fitted	Improved GPS fitted
Armaments	Fume extraction System
Single Machine Gun 12.7 mm M2HB, QCB (200 rounds) or	Armaments
12.7 mm/.30 cal combination (200/500 rounds) Note: .30 cal is nearing obsolescence	Single machine gun 12.7 mm M2HB, QCB (250 rounds) or MAG58 7.62 machine gun (600 rounds)
PERFORMANCE	
Max Speed: 65 km/h	Max Speed: 65 km/h
Cruising Range: 483km (40km/h average)	Cruising Range: 500km (40km/h average)
Fuel Consumption: 74.5lts/per 100km	Fuel Consumption: 69lts/per 100km
Min Turning Radius: with steering laterals 7m with pivot levers 4m	Turning Circle: True Pivot Turn (turns on spot)
ENGINE	
Make: Detroit Diesel	Make: MTU 6V
Model: 6V-53	Model: 199 TE
Fuel Type: Diesel	Fuel Type: Diesel
Power: 157kW @ 2800rpm	Power: 260kW @ 2000rpm
Torque: 605Nm @ 1500rpm	Torque: 1730Nm @ 1300rpm

M113A1	M113AS4
TRANSMISSION	
Make/Model: Allison TX 100-1 Type: Fully automatic incorporating torque converter Gears: 3 forward, 1 reverse Brakes: braking and steering provided through Steering Control Differential	Make/Model: ZF, LSG 1000 Type: Fully automatic including direct steering and true pivot function Gears: 6 forward, 2 reverse Brakes: Independent braking via discs mounted on drive line external to transmission
GENERAL	
Mass: 9372kg Net: 11,515kg Combat Laden (APC role) with mine blast belly armour: Length: 4.86m Width: 2.69m Height (top of turret): 2.53m Ground Clearance: 0.41m	Mass Net: 11,500kg Max Loading: 18,000kg *with removable external appliqué armour fitted Length: 5.78m Width: 2.69m Height (top of turret): 2.60m Ground Clearance: 0.42m

Maintainers & Operator's Feedback on the AS4s

Vehicle crewman say the new AS4, compared to the old A1 is 'chalk' and 'cheese'. The AS4 can maintain a greater speed, with vastly more comfort across varying terrain. The new engine is proving to be extremely reliable and requires very little maintenance compared to the old powerpack. The new track too, requires far less 'track bashing' than the A1.

The Crew Commander's are thrilled with the new electric turret and new sighting system which allows for much quicker target identification and lock. The end result is far less gauging bursts, leading to less round wastage and more effective killing bursts. The feed chute route is far more efficient to get rounds to the MG, all but eliminating stoppages.

Maintainers are also very enthusiastic for the new fleet. Crafties can now get 'their teeth into' a modern drive train with components that are up to date and a suite of support, specialist tooling and test equipment (ST & TE) to make life much easier when diagnosing system faults if/when they arise.

Powerpack lifts no longer take half the night to perform and instead can be done in a little over two hours! The AS4 is serviced on engine/transmission hours @ 200 and 400 hours. The vehicle hull components are serviced at 5500kms and 11000kms. Track is roll on/roll off at 11000km and many suspension components are changed out on these hull services to minimise the likelihood of failures between service.

Maintenance Courses have been designed for the new vehicles for both the VMs and the Fitters. These are being conducted at Bandiana by the MTT (Mobile Training Team), also part of the DMO Project staff.

The School of Armour (SOA) at Puckapunyal is running conversion courses for Drivers and Crew Commanders with existing A1 qualifications and long courses for new 'A' vehicle crewman.

Project Personnel

The DMO has for a long time been jokingly referred to as a retirement home for the old and bolds of the Corps after the 'boots are hung up'. However, the knowledge these guys bring to DMO is invaluable in maintaining corporate knowledge and ensuring our public servants continue to be focused on the end user (the soldier lying in the dirt somewhere he would rather not be). As many projects undertaken within DMO take many years to be realised, the military posting cycle would cause an even steeper learning curve if it wasn't for these former RAEME members providing some stability to a project from a 'green skin' point of view. Of course, there are many current serving RAEME members like myself in the Project which keep the olds and bolds on track.

Upgrade Project Personnel (former RAEME members)

Bob Lumley – Director M113 Upgrade
Vaughan Ralston – M113 DAAR/Chief Engineer
Don Blyth – Acting ILS Manager
Mark Spratling – Production Technical Officer
Erwin Zuber – Production Technical Officer
Bob Constable – ILS Support Manager
Dave Taylor – Technical Officer

Upgrade Project Personnel (current serving RAEME members)

LTCOL Atkins – Project Manager – Design and ILS
MAJ Sven Holzheimer – Production Manager
WO1 Chad Duncan – ILS Technical Advisor
WO2 Pete Donnelly – MTT Bandiana
SGT Tony Kuilboer – MTT Bandiana

Conclusion

Being part of a project within DMO has many benefits both for yourself, your current career, and future aspirations in the civilian world. It is a great place to 'network' both internally within the organisation and also a chance to gain insight into various aspects of civilian industry.

Rather than treating a DMO posting with dread, consider it an opportunity to give back some of your experience and knowledge. It really isn't that bad, many positions within the organisation can be quite satisfying. You get to use your experience to improve policy, procedures and documentation to sustain current fleets and develop new ones.

You inevitably run into a lot of people you have worked with over your career and may not have seen for many years. If you have ever said "I wonder whatever happened to so and so?" ... you will probably find him here in Victoria Barracks, Melbourne working in one of the SPOs. Cheers and good luck, see you when you get here.

Maintenance process involvement trial establishes Brigade Level repair pool trial at 7 Brigade

In line with the Chief of Army's initiatives to reduce the cost of land materiel ownership to Army and Defence, a trial has been launched to improve equipment availability within 7 Brigade (7 Bde) by re-establishing the process and procedures at Brigade level to access equipment held in a newly reconstituted vehicle repair pool held by Joint Logistic Unit (South Queensland) (JLU (SQ)).

Joint Logistics Command (JLC) launched the Maintenance Process Improvement Trial (MPIT) on GS B Vehicles at 7 Bde and (JLU (SQ). The trial involves the re-establishment of a Brigade Level Repair Pool to provide the maintenance system with flexibility and to allow the smoothing of the maintenance demand patterns which is of particular importance at fourth line given that maintenance services are provided under contractual arrangements provided through British Aerospace Systems Australia (BAESA).

The Project Manager, MAJ Pete Symes said that vehicle repair pools had disappeared over time, being absorbed into the wider Army community as a result of the increased operational tempo for East Timor and following operations.

7 Bde units have trialled an analytical approach to determine regional repair pool holdings, enabling JLC to better manage the delivery of maintenance outcomes. This will enable a transition to a more proactive approach to maintenance.

During the trail, the MPIT team have provided on-site support, mentoring and coaching to 7 Bde and JLU (SQ) personnel. On site visits are expected to continue through out the trial. MAJ Symes stated that he expected the initiative to be rolled out Army wide shortly after the completion of the 7 Bde trial in Dec 09.

Further information can be found on the MPIT intranet site (http://intranet.defence.gov.au/jlc/sites/SupplyChainSupport/comweb.sap?page=34193). Alternatively, you can email the MPIT team at JLCSCB.MPIT@defence.gov.au .

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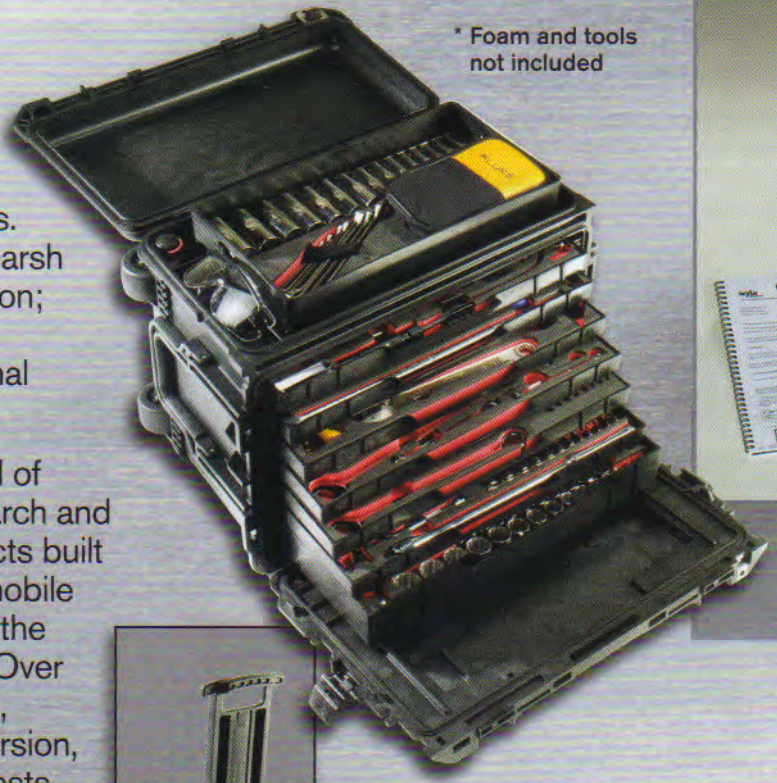
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article

The Army Aviation Centre and the Community

Autism Spectrum Disorder (ASD) is estimated to affect 1 in 160 Australians and is a lifelong developmental disorder that varies in severity. It impairs a person's ability to communicate and relate to others and has a dramatic impact upon the lives of friends, loved ones and families. There is no cure for autism and its cause is not known although research shows that early intervention therapy can make a difference.

AEIOU – for children with autism is a not-for-profit organisation and the only one of its kind in Queensland to provide pre-primary school children with fulltime autism specific early intervention. AEIOU have centres in Brisbane, Toowoomba and Townsville (and opening soon on the Sunshine and Gold Coasts) making them available to assist the military community. As a not-for-profit organisation, AEIOU relies on local assistance to continue providing such beneficial service.

The Army Aviation Training Centre (AAvnTC) maintains a constant lookout for means to assist members of the local Community. RAEME soldiers from the centre were in high spirits when they discovered a unique way to assist local children diagnosed with autism – AEIOU was opening a centre in Toowoomba, and they needed help!

This centre, the first of its kind for regional Australia, was opened two years ago. When they required help getting established the Army Aviation Centre answered the call by raising funds and utilising RAEME soldiers who volunteered to use their skills in a community project.

Since then, the opportunity to lend a hand has been seized by numerous staff and students from the centre. Members from RAMS (Rotary Wing Aircraft Maintenance School), under the coordination of WO2 Mick Heaney, have undertaken a large variety of construction and maintenance tasks at Toowoomba AEIOU. Most recently they boasted a brand new RAEME crafted gazebo for the children. These tasks were made possible by dedicated fundraising and support from the members of AAvnTC.

On 16 September the children and staff of AEIOU Toowoomba visited AAvnTC to thank their heroes and make a presentation in gratitude for the centre's ongoing support. They had a chance to see the aircraft at RAMS, climb on board a fire truck and interact with the soldiers.

Below is a sample of quotes from the RAEME soldiers involved in the construction and maintenance tasks.

"Completing this project was very rewarding; I enjoyed the experience to help out a great organisation"– CFN Laing

"A great experience to be a part of a team that helps with such a great community project. Very fulfilling" – CFN Hunter

"The kids were cool!" – CFN Ylagan

"It was great to go out and help the community"– CFN Foreman

"Its great to know I am part of a Defence Force that not only helps out with other countries but also helps out small communities in our own backyard. Extremely worthwhile Project" – CFN Goulding



Big and little kids alike enjoyed the day.



A pilot of the future gives the thumbs up!

Karumba DACC Task, February-March 2009

By CFN C Gilbert - Lecky 102 Fd Wksp

"Who has worked on a CPC 20 before? We might be sending one up to Karumba." Karumba, where is Karumba? I soon found out! A couple of days were spent scrounging around the Brigade searching for as many spare parts as I could get my hands on.

Karumba is up in the Gulf of Carpentaria and is on the mouth of the Norman River. The town gets its water from Normanton about 70km away. The pipe runs under the Norman River and had been broken by debris. The actual break was still under water and divers couldn't access the area due to a few 5m lizards living in the area. The only land above the water line for as far as the eye could see was the actual township.

We were meant to fly in by a C130 in two trips; however, someone didn't realise that a pallet full of chlorine drums would expand at altitude and the plane had to make an emergency landing back at Townsville Airport. Once back, all members and crew were taken to hospital for 24 hours. Meanwhile, the towns' water supply was getting lower and lower.

Two days later we arrived and set up the CPC 20 (Cross Plate Clarifier-20,000lt of drinking water per hour) at the town water supply and plumbed our outlet pipe into their inlet pipe. After a few days of all hands on deck, the Engineers began their shift work, leaving me to work as I wanted.

Once all the daily preventative maintenance was completed, I was on call and could sneak down to the jetty and try to catch an elusive Barra. I did manage to catch a few and various other species which were quickly cooked up on the BBQ, much to the enjoyment of the Engineers, who couldn't catch a cold.

After three weeks, the roads reopened and the quiet little gulf town of 500 exploded to around 5000 with an influx of Grey Nomads, all wanting to fill their eskys with barra and muddies.

After a four week stint I was rotated out and CFN Dean Van Brakel took the reins. The CPC 20 remained until after Easter and provided around 11 weeks of continual water supply to the town.





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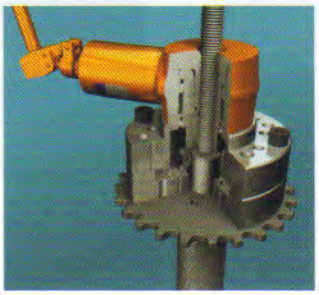
- A compact jack that is heavy duty, low weight, highly reliable, will not lock up under off centre load.
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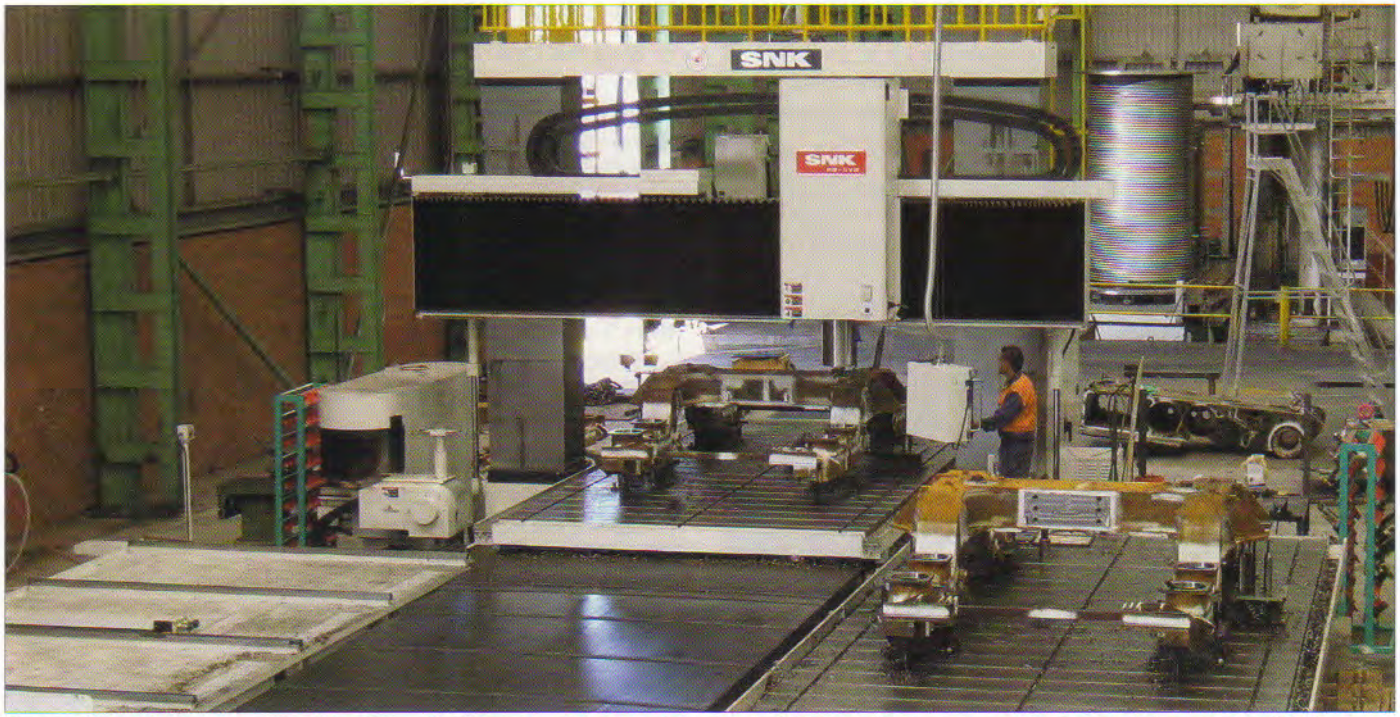
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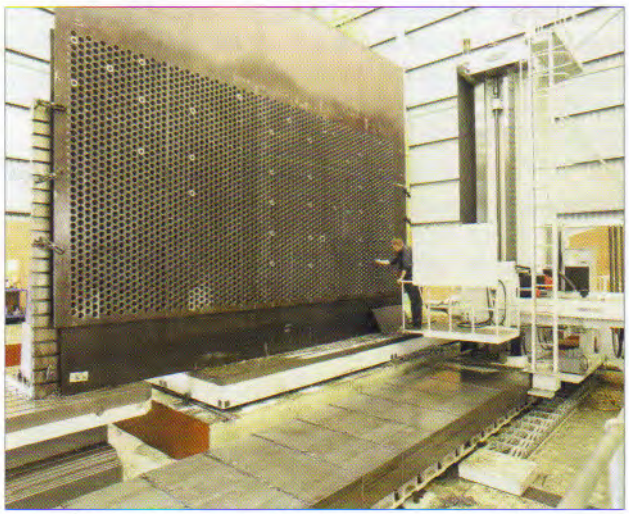
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Baker & Provan



Sydney-based engineering company Baker & Provan has recently completed installation of a large Computer Numerical Controlled (CNC) machining centre. This new machine has a machining envelope of 6.25 metres x 3.5 metres wide. The machine also has a pallet changer, that is, two machining tables. This allows large and medium sized work pieces to be machined much more efficiently, allowing the work piece on one table to be unloaded and reloaded while the machining continues on the other table.



Baker & Provan's 12 metre CNC Floor Borer makes Baker & Provan one of the large and modern CNC machine shops in Australia. The Floor Borer has a machining envelope of 12 metres across, up to 4 metres high and can handle work pieces up to 100 tonne on its 12 metre bed. The image shown is a large heat exchanger end plate for a power station.



The 30 Tonne CNC turn table provides Baker & Provan a machine with 6 axis control. The machining height of this CNC controlled turn table is 4 metres high. The image shown is the machining of a heavy duty winch drum, which was fabricated and machined by Baker & Provan.

SMART Engineering (Lean)

By LTCOL S.S Hill – SO1 Maintenance Policy

The concept of Smart Maintenance (Lean) evolved in Japan in the post-WW2 era. The Japanese car industry recognised the need for demand-driven production methods, produced in the shortest possible time whilst consuming minimum resources.

The approach they adopted involved a full understanding of the required mission (or agreed output standard) and then establishing a process to deliver it whilst eliminating any activity that did not contribute to the final output.

It is not Total Quality Management and should not be confused as such. In the military context it can be defined as a mission orientated approach that seeks to achieve a defined output as efficiently and effectively as possible to satisfy the commander's requirements. Put simply 'Lean should have been designed by the military but wasn't'!

Used effectively and in appreciation of the dynamic environment we work in (OP SLIPPER, Mt Bundy Training Area or 3 Bde barracks as opposed to a Toyota factory in Tokyo), Lean is a key enabler for improving maintenance and the availability of land materiel.

CA has reinforced the message that the benefits to be made by 'Reducing the Cost of Ownership' as part of the Strategic Reform Program are to be reinvested back into Army. Lean is a tool to identify waste and subsequently identify smarter processes across Army maintenance as opposed to reducing manning or arbitrary cuts to financial allocations.

A very simplified example is as follows: if each tradesman is non-productive for 20 mins per day over 20 days per month this equals 400mins (6.6 hours). If that same unit has 100 tradesman this equates to 660 lost hours per month in production time and a financial loss of approx $396,000 per year. Expand that to how many units we have within RAEME and you can see there are significant benefits to working smarter.

The aim is to reinvest these benefits back into Army and more specifically for us back into the workshops.

All of you should be aware of the LandRover 110 Maintenance Reform Program (LR110 MRP), a joint DMO and DTR-A program to implement a new servicing regime for the LR110. Whilst the LR110 MRP has been embraced as a Lean initiative it is important to note that its genesis was actually in reducing the impost on RAEME tradesman and decreasing the potential for maintenance-induced failure, as opposed to saving money.

This is the approach that DTR-A and Army will continue to take with the introduction of Lean although it is obvious that associated financial savings will also occur as a result of these initiatives. The LR 110 MRP will be followed by new servicing regimes for the remainder of the B vehicle fleet with the LR 6x6 due by the end of this year and Unimog and Mack fleets in 2010.

Training and education across the Corps is fundamental to the successful implementation of Lean and DTR-A is in the process of ensuring that Lean training is included in the RAEME officer and soldier suite of courses, commencing with the ROBC and Subj 4 SGT. There is some debate as to whether soldiers should be taught Lean during trade training but it is argued that it is defined more as a workshop practice and therefore more important for tradesmen to be progressed in a Lean environment which they view as the 'norm'. However we are aware that to be progressive the culture must be grown throughout Army and our challenge is to implement this within other Corps.

There is still a lot more to follow in this respect and engagement with Forces Command is already well underway to ensure consistency across individual and collective training regimes within Army.

In conjunction with the emphasis on training and education, a coherent communications plan is essential to the success of Lean throughout RAEME. The mid-year LOBC was used for a one day pilot Introduction to Lean which was well received by the attendees. This, coupled with Brigade level presentations, briefing notes and the availability of Lean practitioners for guidance and mentoring, should see more awareness within the organisation.

By 2010 the DTR-A website will contain a dedicated section on Lean thinking and initiatives where you will be able to access information on Lean and examine feedback on specific events.

DTR-A's endstate for the implementation of Lean is that Lean thinking is used routinely throughout RAEME to maximise operational effectiveness and improve the performance and quality of life for RAEME soldiers. To achieve this we need to develop a more structured and standardised approach to achieve our outputs, and recent endeavours such as the Maintenance Enhancement Project which delivered training on the MMM scheduling functionality and introduced an established 'End-to-End Land Maintenance Process' support this objective.

At maturity, a Lean approach will be fully integrated into all our processes to enhance the engineering effect, rather than being viewed as an 'add on' used when considered appropriate. This will only occur through strong leadership and 'buy in' throughout the chain of command and an open/honest feedback system that will allow us to learn from setbacks as well as successes. So don't let fear stop you – if you have an opinion or relevant feedback then let me know!

The future will see Lean thinking and best practice inculcated rather than recommended. If we are to consider ourselves professional military technicians we must constantly strive for the best system to deliver combat power to the Army and Lean is an evolution in the delivery of technical support. That said it is not just the domain of RAEME and the culture need to grow within Army with the application of Lean thinking being business as usual.

Revised Land Materiel Technical Regulatory Framework

By Mrs A. Betts – Manager TRF Policy

At a time when Defence is heavily committed to operations around the world, the challenge of developing and maintaining land capability remains considerable.

Procuring the right materiel and being able to maintain a high degree of materiel availability contribute significantly towards the retention of a capability edge.

In 2001, the land materiel Technical Regulatory Framework (TRF) was established to assure the technical integrity of land materiel within Defence.

The TRF

- comprises policy and guidance that define the minimum requirements for all activities affecting the technical integrity of land materiel;
- is a key enabler of Defence capability outputs, underpinning the safety and effectiveness of major systems and equipment;
- provides confidence in the land materiel element of capability when compliance with the policy is demonstrated.

Formerly this policy and guidance was issued as the DI(A) LOG 12-1 Regulation of Technical Integrity of Land Materiel which authorised the current Technical Regulation of Army Materiel Manual (TRAMM) (Issue 3.1).

On 29 July 2009, DI(G) LOG 4-5-015 Regulation of Technical Integrity of Land Materiel was superseded the DI(A) LOG 12-1.

In parallel the TRAMM Issue 3.1 has been completely rewritten and restructured in response to user feedback, and is retitled as Technical Regulation of ADF Materiel Manual – Land (TRAMM-L) (Issue 4.0). The TRAMM-L will be issued prior to end 2009.

A suite of e learning packages is being developed to assist users with understanding the policy.

Key changes in TRAMM-L

- more user friendly;
- competency requirements for LM management activities have been streamlined;
- Group Heads may appoint professional specialists other than engineers as DAA;
- all organisations conducting maintenance, including those organisations which only conduct non-technical maintenance, to be accredited;
- personnel from specific trades other than the traditional 'technical' trades can be authorised to supervise and conduct technical maintenance activities;



- the Technical Regulatory Authority – Land is the accreditation authority for all organisations.

The revised chapters of the TRAMM-L will be published on the DTR-A website in PDF format as a temporary measure until the TRAMM-L can be compiled electronically in an interactive format. The interactive TRAMM-L will be published on the DEFWEB and distributed via DVD to all stakeholders.

Subsequent issues of the DVDs will be progressively updated with e-Learning packages and distributed to assist users with understanding of the policy. Hardcopy will not be provided. A printer-friendly version will be available on the DVD and the DTR-A website for those who require a hardcopy.

Organisations will be required to transition their procedures to comply with the TRAMM L Issue 4.0 requirements, no later than December 2010.

For more detailed information see the DTR-A website at: http://intranet.defence.gov.au/armyweb/Sites/DTRA/comweb.asp?page=18241

Queries may be sent to: tech.reg@defence.gov.au

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Kokoda Challenge Youth Program fundraiser

By CPL Darren Thomas

To raise some funds for the Kokoda Challenge Youth Program there is a team of tradesman working together. If you are in the Townsville area over the next few months you might see three fellas walking the streets, up and down the hills all hours of the day and night. When asked what they are doing walking everywhere you might be a surprised with their answer. You see the boys of Cobbers 2, that's their team's name, are taking part of an adventure that is both physically challenging and historically important.

Kokoda was a place that is etched into Australian history, but to keep that spirit of endurance, courage, sacrifice and mateship going in our youth we have to teach them.

There is no better way than to take them over to New Guinea showing them how bloody hard it was for our troops, but you just can't grab a group of kids and march them along the infamous Kokoda Track. This is where the Kokoda Challenge Youth Program uses the funds raised to put a selected group of youth through a 12 month community based program building up their self belief, physical health and teamwork skills culminating in a life changing trek along the gruelling track.

Cobbers 2 are just one of 300 four person teams that are taking part in the Kokoda Challenge, a cross country bushwalk through the Gold Coast Hinterland. This walk is 96 kilometres in length which represents the actual Kokoda length, and the 39 hour time frame to complete the distance symbolizes the efforts of the 39th Militia the first Australian unit to reach Kokoda on the 15th July 1942.

Personally I believe that our team gives a modern reflection on the formation of the great Corps of RAEME in 1942. By the joining of four mates, three of them tradesman, together and challenged them to a task where with only unity will they be able to succeed. Our team is made up of SGT Vince Wheeler a vehicle mechanic from 38th SQN RAAF, Scott Webster a maintenance planner with BHP, Townsville, Nathan Thomas (Scott's brother-in-law) a computer programmer from Melbourne, and CPL Darren Thomas a fitter armourer from B SQN 3rd/4th Cavalry REGT.

Being a part of this team and watch us develop slowly into a true team helping each other get through the pain of exhaustion as it slows our progress, has been an experience that I will remember for years to come. Not unlike the teamwork that RAEME show when faced with an increasing workgroup, or even more so the strength of deployed soldiers to work through the hardships together.

If we can pass onto the youth of Australia just a little bit of that spirit that we the soldiers of the ADF (oops sorry Vince members of the ADF) have been privileged to be a part of will be simply amazing. To quote the announcer of the Townsville ANZAC march "the ANZACs forged the identity of a new nation, and the troops on Kokoda saved that nation". So we need to keep that memory going for this next generation, and many more to come.



Team Cobbers 2 at the finish line.

If you wish to help our efforts in this great challenge you can simply log onto the website (www.kokodachallenge.com) follow the links to donate, and don't forget to enter our team name in the donation screen. Because if we are in fact the team that raises the most donations we get the chance to go to Kokoda and trek the real track.

Force Level logistic asset rotation 4 February – 16 August, 2008

By CPL D. Griffiths

Scribe CPL D. Griffiths, OC – CAPT Luke Siwek, CSM – WO2 Tony Venables, Trade SGT – SGT Handsaker, Veh Mech – CPL D. Griffiths, F/ Armourer – CFN Turnell, Electrician – CFN Browne

It was on a cold Feb morning we arrived at Billabong Flats in Kuwait. Morale was high but energy was low. It was a long flight from Townsville and the first class seats in the rear of the A330 weren't first class at all. Still it was nice to get our feet on the ground. After a long first day travelling a hot cup of tea (yes I'm an Ex POM) and find a bed for the night was what we really wanted. However FLLA 3 had other ideas, RSO&I was the theme for the next few days prior to heading off to Baghdad.

So there we were, cold and miserable, at least we had each other for company, or did we? Thanks to taking part in the recce the OC did a bunk and headed off to Baghdad without us, I guess that's called leading from the front, a sign of things to come no doubt.

A few days later, courtesy of the RAAF, we arrived with baited breathe as a well trained, fully equipped team in Baghdad lead by the CSM WO2 Venables, the ramp lowered and our 6 month tour of Baghdad became a reality. Force prep and RSO&I was soon a memory as we headed out from the plane to be greeted by the OC who had a grin wider than Sydney harbour, I guess he was fed up leading from the front and was glad to see some familiar faces.

Week one saw handovers, vehicle familiarisation and take over of the FLLA completed. Our Trade team operated from a cabin, headed up by SGT Handsaker (Shakey) which had all the necessities such as, our Sunbeam coffee maker, courtesy of CFN Browne (Brownie). Pride of place for such a terrific machine was on top of the fridge, near the milk, sugar and coffee beans, over the next 6 months it gained a rapport with the OC as its best customer.

The CSM soon had us on early starts, duties, late finishes with a knock off parade and PT three times a week, like being back in Townsville really. If that was the idea it worked, soon the routine kicked in and the days passed.

It didn't take long for word to get around about our trade skills and soon we were inundated with work requests, I believe I got the blame for that with the following scribe:

The FLLA Tradies

The FLLA (Iraq) tradies, that's who we are,
We live in a palace, without a bar.

We work all day and through the night,
We keep things going to sustain the fight.

When you request, you get our best,
For no task is too small, we do them all.

You break it, we fix it, that's what we do,
Be it easy or hard, we do it for you.

Our work is 1st class and it's guaranteed,
to last a full tour, just task us and see.

So don't be afraid to give us a call.
Remember our motto:

NO JOB IS TOO SMALL

With this in mind we soon settled in for the long haul with our 'can do' attitude always first and foremost.

Brownie ended up being tasked to change dodgy foreign plugs over to Australian ones and what we believe to be fixing every air conditioner in theatre (a must with summer around the corner), we even received a job to change a light globe with the requestor even telling us where we could find a ladder to do the job! Not long after, the person involved was enlightened into the concept of self help.

Eventually though it happened word got outside Camp Victory about Brownies electrical skills, he was in so much demand it felt like he worked part time for us as he spent most of the tour visiting SECDET which became his second home.

CFN Turnell (Turtle) had various jobs whilst deployed, his favourite being range shoots, or so it seemed, he was always on the ranges updating his knowledge on the firing characteristics of as many weapons he could get his hands on.



CFN Turnell puts a disk through captured weapons.

Odd tasks included building a framework outside our gym to mount gym rings for the General to practice on, before you ask, yes an AMW was raised. I guess the most depressing job Turtle had was destroying the many weapons which were confiscated from the local insurgents. As a tradesman who repairs weapons having to destroy weapons kind of went against the grain. Still the more he destroyed the less the insurgents had.

After work activities became popular, with quiz nights being held and our weekly FLLA Darts competition against the Sigs. This turned out to be a great event with the Sigs making a trophy to be played

for each week which they never won! Fishing was another popular sport with monster fish to be caught in the lakes.



CPL D. Griffiths plays The Last Post.

With the tour well under way thoughts turned to our first ANZAC DAY in an operational theatre, plans were put in place for a day to remember and be proud of. As a trade cell our involement was inevitable, Turtle prepared weapons and bayonets, Brownie fixed up the lighting requirements, extra large projector screen and sound system, all to be used on top of the roundhouse over looking the lakes and Baghdad. Myself, I had the honour of playing the Last Post and Rouse during the service. A day to remember for ever and another scribe by myself which was read during the service:

Australian Soldiers

We are Australian soldiers, working far away from home,
Just carrying out our duties, in this god forsaken zone,
We try to make a difference, in this land of pure despair,
From reconstruction to rehabilitation, we're here because we care.

Each day a new beginning, each day a new start,
Another day in Baghdad, with so many broken hearts,
So many tragic stories, of loved ones shot away,
It breaks our hearts, but now we know, why we just have to stay,

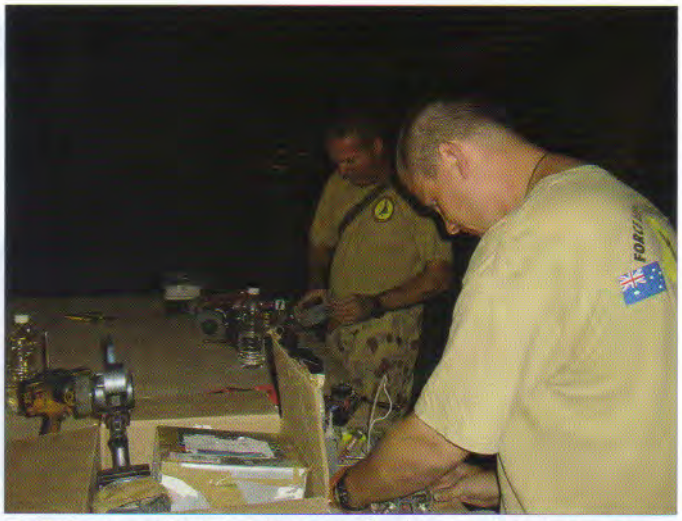
And as the night draw closer, we lay our weary heads,
Our thoughts of home grow stronger, as we think of you instead,
It's our hearts, our love, our thoughts of you, that sees us through each night,
And as we do we realise, why we're here to help the fight,

So Australia land of wonder, our land of dreams come true,
You're always there to guide us, and help us through the blues,
And when our tour is over, our stories will be told,
How we came and made a difference, then returned unto the fold.

With a successful ANZAC day behind us, life went on, soon time came around for ROCL. The OC, Shakey and Brownie spread their wings and visited Europe returning with tales to tell, mostly about the cold weather!! The CSM and I departed on ROCL at the same time taking in the delights of Kuwait nightly entertainment on the way, Bingo was played and the CSM cleaned up in the darts competition in the American MWR. Before we knew it ROCL was over and we were back in Baghdad telling the others how great the weather was in Townsville.

After making our own entertainment it was great to get a visit from the FACE tour, this included, The Royal Australian Navy Band, The Wolferines, Angry Anderson, Ami Williamson, Brielle Davis and Tanya Zaeta. A great show was laid on and enjoyed by all.

RAEME being RAEME if something is going on we'll find it and well the CSM and OC found it, a Motor Sport Club here on camp, car racing, well on a small scale anyhow. With Saturday as practice nights and full on racing on Sunday nights what more could we want, well a race car for starters. With a little help from our



CAPT Siwek and W02 Venables put a finishing touch to their racing machines.

American friends, cars and spare parts were not a problem, racing became our weekly addiction. The OC and CSM (known on the track as Uke and Big Tony) soon started setting the pace; we had become a force to be reckoned with becoming regular winners and finalists.

Work continued to be our priority, all trades worked long hours when needed, Turtle spent some time helping out FLLA-K (Kuwait) during the ROCL cycle and I got a trip to Afghanistan replacing SGT Herodes during his ROCL. All in all the tour was very successful; with so much exposure to working in an operational theatre alongside coalition forces a great deal of knowledge and experience was learnt by all.

With so much going on we hit the final month of our tour, all of a sudden time was running short and we seemed to have so much left to do and explore. Palace trips were organised, last minute PX shopping and farewells were around the corner. Prior to leaving Baghdad the CO FLLA LT COL King paid us one last visit to present us with our medals, with a good job done, it was time to pack up and look forward to our well earned leave back home with our families.

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One Stone racing to success



Members of 11CSSB's 2CSST RAEME workshop in Rockhampton have ventured into successful non-military venture with their investment in a greyhound known in racing circles as One Stone.

The dog's success in the city, shooting through the grades to become a first grade dog in a matter of months, has the group of Army Reservists becoming well-known in their enthusiastic support of him at Callaghan Park.

One Stone's trainer is CFN Jason Feeney, and this is Jason's first attempt at training greyhounds.

"I had an older greyhound at home as a pet, and was impressed with his temperament, so decided to get involved with racing one. I went halves in One Stone, and my partner sold his share to the platoon.

"Since the workshop has become involved, we've had 10 wins for over $3400 in prizemoney, so it's been a worthwhile investment," said CFN Feeney.

"In fact, it's been so successful that the syndicate, the RTY MARTY Syndicate, is currently third for the Owner of the Year Award with only one dog, and the Army Reserve gets a mention every time he runs because the local journalist knows the story behind him.

"I even managed to persuade CPL Kenny Collins to get an attendant's license, and he does a great job in assisting me on race days."

The training techniques used by CFN Feeney are non-traditional, to say the least.

"His kennel name is Hamish, and he sleeps on our very comfortable leather couch, and lives happily with our cat, poultry, and toddlers," he said.

"At my first trial with him, I got asked by the steward about some strange markings on the dog. I looked down, and had to admit to him that it was crayon. Apparently the kids had decided to draw all over him and I didn't pick it up. We all laughed," he said.

Most of the members of Tech Support Platoon are shareholders, and the venture has proved a great opportunity for soldiers, officers, and their families to socialize outside the military environment.

Having recently been crowned the winner of the Dash for Cash Sprint Final, One Stone is being primed for the 'Battle of the Sexes' series in Rockhampton in August and is currently in the top eight first grade dogs racing. More to follow...

My drag car

By W02 Neil Murphy

As many of you might know I am currently building a 1967 Mustang Drag Car. It has been a long process so far, taking four years to get to final stages of having the chassis completed due to work commitments. To date, 95% of the car and chassis has been done by current and past members of the Defence Force. The chassis was mostly built by a RAAF tradesman while I have built the engine with the assistance of PLR's machines to do all of the machining.

When I started building this car I took a mould of a 1967 Mustang Fastback. This enabled me to make as many bodies of the Mustang as required until the body was right.

I was going to use the running gear out of my old drag car, which was a 1800HP Big Block 460 Ford (BBF) with TFS heads, 16/71 roots blower and a two speed power glide. I decided to upgrade a little since I started the build to a Sainty Top Fuel engine fitted with a PSI supercharger, which is capable of producing up to 3000HP.

With the increase in horsepower came the requirement to change transmissions. Instead of the two speed powerglide, the Mustang now has a three speed Lenco gearbox with air shift.

With the new car come the problem with space for all the spares and tools to support the car and the support team working on it. While away on my Sub 4 WO, I managed to purchase a FLC Freightliner 365HP and ex-furniture trailer.

Since then the trailer has been fitted out with tool benches, engine crane, rear door ramps, winch, second deck for a second car, 240v lights, fridges, televisions and DVD player, beds, and lounges. The truck has had an axle removed and the rear spring suspension upgraded to air bag suspension.

My current plan for the car is to give myself 6-12 months to work all the bugs out and finish setting the new car up. I would like to start out in Supercharged Outlaws, where the car can not go any quicker than 6.5 seconds.

This is the team's goal after 12 months of testing, however it all takes time and money. While aiming to be competitive, it is more important to me to have the car run by current and ex-serving members of the Defence Force.

Funding for the whole set up has come out of my back pocket but once the car is where I want it to be, I will start to look for sponsorship to help with the running of the car and truck.

Drag racing isn't cheap with costs of the car so far coming to:

- Engine from hat to sump complete $48,000
- Clutch and transmission $11,000
- Car body $10,000
- Wheel & tyres $7,000
- Chassis $20,000
- Truck & trailer $70,000
- Running the car at one meet $2500 - $5000



Specifications

- The engine is an all Australian built Sainty, made in Sydney
- Engine three piece billet Aluminium
- Heads are a billet Aluminium over head cam set up with three valves per cylinder
- Rods 7" 80th Aluminium GRP's
- Bore 4 & 3/8"
- Crank stroke is 4.5"
- Size 542 cubic inches
- Fuel systems uses 18 US gallons per 60 sec
- Ignition system two 12 MSD magnetos and 16 spark plugs, two per cylinder
- Oil system is a four stage dry sump system
- Clutch is a pedal clutch
- Transmission is a three speed Lenco with air shift
- Diff is a braced 9" with fully floating axles and pro gears
- Wheels are magnum pros 15x3 front and 16x16 bead locks on the rear
- Brakes four disc and two parachutes

That's it in a nut shell. If you are interested in working on the car or truck please contact me at Neil.Murphy1@defence.gov.au. I currently plan on racing in Brisbane, Sydney and Townsville while displaying the car wherever I can for any sponsors that help out.

1st Armoured Regiment Operations Support Squadron

Recovery Troop

By CPL Currey

2009, well it was a slow start to the year with WO2 Terry 'Wormy' Jones, SGT Mick Pettit, CPL Luke 'GET IT DONE!!!' Craig, CPL Brett Dacey, CFN Mitchell 'Cuz' Currey, CFN Ian 'Krumpet' Kramp and CFN Nathan 'Tetley' Crossley. The wet season seemed to be hanging on forever, before some people decided that enough was enough.

Back in Darwin the boys were gearing up for stage 4/5 to be held at the ever popular Mt Bundy, things got interesting to say the least with Tetley first bending an A-frame in a manner not seen before and then blowing up the transmission in the 58B M88A2. Dacey and Krumpet crewed 58A along with PTE Kate 'honorary OJT' Nikkelson from the OSS Q Store. With the HRV spending the better part of the year in trade it was a bit difficult to get people out bush. Cuz was once again on course after promotion to CPL, this time for an AS4 driver conversion and AS4 ARVL operator course.

Once back from bush Tetley and Krumpet headed down to Building 100 (home of the Recky Mech for the uninitiated) for the M88A2 operator course and after nearly killing each other returned in time to prep for Talisman Sabre. Our new crafty CFN Paul 'Apple' Krummel also marched off his Basic Course and into the Regiment.

With Semper Paratus and Gold Eagle (translated means a weekend in Las Vegas with a few days doing Army stuff) still to come we still have a long way to go before we can call it a year, but in the words of Craigy: GET IT DONE!!!!

General Engineering Troop

By CPL Overend

2009 has been another busy year for the lads in GE, despite low manning with WO2 Spargo detached as ASM A SQN, CPL Overend attached to 7 RAR's MRTF 1 and CFN Hobbs being sent south to complete the M1A1 turret maintenance course.

With no military personnel parading for GE, Mr John Dunkley was forced to keep the place running like a well oiled machine. Occasionally a handful of OJT's eager for signoff's would show up, which also led to the completion of the restoration of the Stag Hound, an old remnant from the Japan Occupation Force.

After successfully completing his M1A1 turret course, CFN Hobbs deployed to Shoalwater Bay for EX Talisman Sabre. Whilst on ex, CFN Hobbs and CFN O'Driscol (A SQN) got the opportunity to rebuild the back end of a Tilly with whatever they could get their hands on, such as misplaced road signs and other non-issued equipment.



Mr Dunkley wouldn't be forced to hold the fort for too much longer, as CFN Lewis and CFN Quelch, both posted in from ALTC straight from OJT and CPL Overend returning to Australia in August. There was very little time for bodgies with the high tempo but top cover arrived with the return of WO2 Spargo to oversee GE.

Vehicle Troop

By WO2 Hucker

Posted in were WO2 Col Hucker, CPL Steve Thompson, CFN Owen Mewkill and CFN David Allen off his OJT's mid year. Back as a civilian because he loves Tanks is ex CFN, Brendan Prance. Posted out at the end of the year are CPL Shane Hingston to 1 Fd Regt, CFN Patrick 'Whisky' Iwanowski to the SASR and CFN Andrew Simmons to 2 Cav Regt.

It has been a busy year with three trips to Mount Bundy and a six week sojourn to "the Worlds Greatest Training area" Shoalwater Bay. Ex Gold Eagle, where we train with the Marines from 29 Palms, has been an intense build up with only two weeks between exercises and having to get enough tanks to loan to the Marines so that they could have their own Squadron. October will see CFN Mewkill and CFN Aaron Barbuto go with the rest of the Regiment's contingent to train with the Marines at 29 Fields in California.

Repair Parts Store

By SGT Dagger

This year has seen a new WOCON, WO2 Bill Shaw who came from a posting at JLU(N) where he performed to an excellent standard. His outstanding efforts earned him a CSM as a reward for all the problems solved and extreme hours. Another new face to the RPS is SGT Peter Dagger. He has been posted in from 1 CSSB on promotion and looks forward to becoming part of the history of 1 Armoured Regiment.

There are still some familiar faces in the RPS from last year with CPL Grant Ryder, Mr Selwyn Huggins and Ms Mandy Wood doing well to provide continuity. They have passed valuable knowledge gained from the previous years may to the new members of the Regiment. This year has seen CPL Ryder complete his Sub 4 CPL and be promoted. Well done and get back to work!

Electronics, Instrumentation and Radios

By SGT Boland

The start of the year the Troop started off with WO2 Simon Butler, CFN Teudt, CFN Redman and Mr Warren Gibson. They were lucky enough to be joined by SGT Boland who was yet another lateral transfer form the UK, although he wasn't here for long as he went off to complete the tank boffin maintenance course for three months. CFN Redman also was off and completed the JLC in Adelaide and was promoted to LCPL and CPL later in the year.

A six week exercise at Shoalwater Bay with the rest of 1 Bde, CFN Teudt was detached to 2 Cav Regt at HRTA in Townsville being the only Boffin at the time in Darwin who could fix the ASLAV. He then rejoined the TST for the rest of the exercise showing his flexibility as a tradesman.

After a brief leave period during August, and I do mean brief, the Troop started to prepare the Tanks for Mt Bundy again to qualify the Regt in stage 4/5 ready for the next Bde Exercise. This time SGT Boland and CPL Redman deployed and provided the necessary cover during the exercise. It was hard to stand to with 1000 watt light from the Main Q store lighting up the position! Their disco did not help our tactical position, oh how the other half live. WO2 Butler went and got qualified as a M113AS4 crew commander and CFN Teudt helped rebuild a tank after it traverse gearbox had been replaced, no small task.

EME Operations Cell

By SGT Cashin

The heart and soul of the maintenance framework EMEOPs have had a turbulent time over the past 12 months. RASM WO1 Miller assisted by the grey man SGT Cashin and the hired help Mr David Powling, have managed to manipulate and direct the maintainers to achieving some good results with production and TRF compliancy.

There have been several position changes with WO2 McLeod taking over the reigns mid year from SGT Cashin who was reluctantly attending promotion courses; however, EMEOPs was cared for well by the affectionately nicknamed Papa Smurf. The introduction of one of the rarest creatures on earth, the Production Clerk PTE Smith (Junior) has set the numbers in EMEOPs to an all time high and the future is looking bright.

A Squadron Technical Section

By WO2 Spargo

The year started off somewhat lacking with no Fitters Track (withdrawn for the AS4 Conversion 2008) and shortly afterwards two discharges (Matty & Howie), leaving little or no trade redundancy. As Luke O'Driscoll was our old hand from "last year" he tried his best to provide all the answers relating to how things were done previously. The TST personnel remaining worked on through the first part of the year and provided support as best they could. The Squadron itself was also trying to get on top of their TM's & PMCS to maintain a Squadron worth of vehicles & equipment with half the manning away due to the Regiment's commitment to ongoing SOTG rotations. OSS provided what support they could and the TST headed off for Stage IV & V with a Unimog (our substitution Fitters Track) and our reinforcement tradesman CFN Langhanki.



Mid year brought about some big changes with the amalgamation of the two Tech Sections in support of the new formed super Tank Squadron. The three remaining tradesmen moved across to the newly formed Troop while Simmo & WO2 Spargo were absorbed back into OSS, until once again the A SQN Tech Spt Tp is raised... Watch this space! In final reflection, a very busy and challenging year... basically a full workload with half a toolbox to work from!

B Squadron Technical Section

By SGT Costello

The ASM (WO2 Tom McIntyre) stated at the start of the year that we would have a busy year ahead. This as it turned out was an understatement. With mostly a 2 week turn around to repair and refit vehicles between bush trips, happening all year; the boys are keen to push through and successfully see the year out. The ASM managed the section as well as much of the Tech management of the Tank Squadron throughout the year, as well as multiple stock takes. It seemed the Section was going to be overloaded but true to RAEME form we just kept going.

The Armourers, SGT Mal Costello and CFN Brad Retallick have their hands full with turret lifts, weapon inspections and tube inspections, due to a few happy Tankies love tapping trees; with little time to relax due to the high tempo of the unit.

The greasers seemed to get all the luck with the majority of them being selected for SOTG rotations this being CPL Bill Almich, CFN Evan Deards and CFN Jake Noble. The other Crafty about, CFN Jake Calvert, was flat out taking care of the mobility for the M1A1 and M113 fleet. CPL James Mill, our pommy boffin, seemed to stay cool, calm and collected, it's what you would expect from a man who is fit enough to accept the challenge of the SASR selection course. With random errors being displayed on RHNB and component changes being the norm, he was seldom found sitting still.



1st AVN Regiment TSS

For Ground Support Troop (GST) of Technical Support Squadron (TSS) at 1st Aviation Regiment (1 AVN), 2009 began as most years normally do for members new and old. Returning from their 'well-earned' Christmas leave, they were inducted into the ways of the Aviation world and the strange idiosyncrasies associated with it, before embarking on another year's hard graft; fixing the regiment's tired and battered ground equipment with precious little appreciation or thanks.

The HQ element were all brand-new to the Troop; OIC Richard Keller was drafted in fresh from the Officer Factory; WO2 Jeff 'Changie' Richardson had mysteriously side-shifted in from his previous role at TSS SSM into the Ground ASM (GASM) spot, and from 1 CER, SGT Paul 'I'm Welsh NOT English' Lewis had managed to secure the Troop SGT position after much begging to SCMA. The only HQ element remaining from the previous year was the civilian Production Clerk; Miss Lisa Barnes (daughter of the outgoing GASM), who thankfully knew the running of the Troop inside-out and helped maintain continuity.

The new OIC began learning the ropes and asking many questions, whilst the new GASM began the year by changing pretty much everything around within "his" new empire. SGT Lewis immediately vanished for four months on his SUBJ 4 WO course and overseas leave, thus leaving the RPS NCO; CPL Paul "Belly' Bell in charge of Troop Admin; a task which filled Belly with deep joy!

Among others, VMs; CFN Mathew 'Probie' Pippos and resident OJT CFN Kurt 'Bucky' Buchanan were deployed on EX WEST COAST TRAINER, aka 'FAT-SIDE'; designed to farewell the much loved Kiowa's and involved supporting a convoy of 30 vehicles over 9000kms. They encountered many breakdowns along the way and it was good to see all RAEME ground trades working together in the field.

Every vehicle made it home, albeit some on the back of other trucks and Probie discovered that in a 'man versus machine contest' – 'the machine always wins'; when he unwisely tried to stop a Unimog engine running by putting his finger in one of the pulley belts.

Back in the real world at Robertson Barracks, the unenviable tasks of servicing and routine repairs were tediously carried out by the VMs in the rear party, consisting of; CPL Kirko Kirkpatrick, CPL Sean Morley, CFN Steve Kahler, and not forgetting our invaluable civilian mechanic Mr Colin White.

It was no surprise that the 'crafties' of GE section were running the show for the first half of the year, whilst their fearless leader; Corporal Ben 'Westy' Weston was away drinking coffee on multiple promotion courses. CFN Blair 'Spida' Parker went on the little drive to Perth; to change some wheel studs, pass spanners and keep moral high. Meanwhile CFN 'Mel' Melmeth held the fort back in barracks and kept the beer fridge full.

EIR section has been busy again this year, with the resident boffin; CFN Andrew 'Robbo' Roberts ensuring that the regiment's communications and ancillary equipment were in working order for the many exercises that have taken place throughout the year. EIR's new Tech Elec; CFN Craig 'Willie' Willian, managed to join the regiment's road trip to Perth, whilst Robbo wasn't as fortunate to escape on the exercise due to promotion course commitments;. On his return from FAT-SIDE, Willie was then attached to 1 CSSB in support of EX TALISMAN SABRE over in Shoal Water Bay. Although Willie has been busy on the road this year, to his credit as a first year tradie, he has kept his cool and continually keeps on top of the constant workload provided by the regiment.



Airborne Recovery Specialist section has this year been manned by CFN Ron-Henry Schmidt and CPL Troy Hardman. They have been kept on their toes with several field deployments; which resulted in Ron-Henry taking (and breaking) the HRV on a road trip round the West coast for a month or two and where he was able to utilise his spartan skills recovering a vehicle rollover and a multitude of tow jobs.

Troy was detached to 2nd Cavalry Regiment workshop for EX ROUGH RIDER and EX TALISMAN SABRE, where he spent a great deal of his time rolling in the mud and harassing the OJT's. Both the MRV and HRV spent some time away at trade repair and were sorely missed for a few months but are now safe and sound at home again, preparing for a bit of a drive down to Townsville to support EX OPEVAL.

Not much else is on the cards for the rest of the year other than the usual Tech NCO tasks, dodging random pineapples and walking around with big hammers. So that's pretty much all she wrote for Airborne Recovery. "226- Don't hate us coz you aint us".

There has been a change of guard with CPL Paul Bell and PTE Allan 'Pyzo' Pye filling the positions. The year to date has started off at a high tempo with EXERCISES MARLIN FATSIDE and EX POSSUM GUNS requiring significant support from the ground trades within the regiment. Pyzo got his first taste of RPS field life while enjoying a scenic trip down the West Coast of the country. Throw a couple of Driver Training courses into the mix with our resident Recovery Mechanic CFN Ron Schmidt instructing, and it soon becomes apparent that the course is using more parts than petrol.

As far as 1 AVN GST goes, it's been quite a busy start to the year with yet another exercise on the horizon. All members are looking forward to the upcoming RAEME Birthday celebrations in November and the year culminating with the 'well-earned' Christmas leave period and 2009/10 posting cycle.

1st AVN Regiment Exercise Fatside – "The Find at Paynes Find"



This is a journey of epic proportions. Some accounts of the events that took place suggest it may even be a tale involving historical significance of the biblical kind, with testimony from the last remaining member of one of the oldest secret societies in the world, admitting to knowing the whereabouts of the one and only HOLY GRAIL. So it was only fitting that the Kiowa aircraft, that is not much younger than Jesus himself, should take part in the long haul that was Ex Fatside.

Setting out from Darwin the aircraft and convoy began their pilgrimage to Perth, stopping at Katherine, Kununurra, RAAF Base Curtain (Derby), Port Headland, Newman and Mt Magnet. During this leg of the journey, one of the aircraft sustained an instrument fault, and was considerably held up at RAAF Base Curtain, awaiting parts

The main party continued toward Perth whilst a select crew consisting of WO2 (DFRDB) Worthington, WO2 (Changie) Richardson, CPL (Chuckles) Hutchings, CPL (the Forehead) McMahon, CFN (Love me) McMurtie and CFN Buchannan remained with the aircraft until parts arrived. Due the significance of events, I have chosen to concentrate on the events of this FRT.

After repairing the aircraft the crew got back on the road, and during the process of making up time, they ended up in a strange little place called Paynes Find. Best described as a one horse town without the horse, It was here, at Paynes Find, that the boys met a man that went only by the name Duncan. Duncan was a giant of a man and not just in the physical sense.

Shortly after CPL Hutchings befriended him, Duncan revealed to him that he was in fact the last remaining Knights Templar and he was the only man on the face of the earth that knew the true resting place of the Holy Grail. The truth of Duncan's claims was reinforced as CPL McMahon and CPL Hutchings pressed him for the location of the Grail. But despite their best efforts, Duncan resisted, maintaining he would never divulge any such information to a lowly CPL. WO2 Worthington was lucky enough to witness Duncan's profound sense of morality and compulsion to serve and protect those around him, when a gas BBQ incident almost resulted in the suffering and possible loss of life to a bunch of Japanese tourists.

WO2 Worthing recounts " The man just sensed something was wrong, I am not even sure he could smell the gas ... maybe it was divine intervention alerting Duncan to jump into action" WO2 Worthington paused as he reflected on the incident, his eyes clouding over. "And man, did he jump into action. He forced his way in amongst the tourists, throwing them out of the way so he could shut off the gas. But I don't think the tourists were all that grateful at being thrown around like that, maybe they didn't realise Duncan was there to save them. Maybe they thought he was attacking them or something. But in any case, he was a hero that day and I will never forget what he did."

Although this small party of crusaders failed in their attempts to secure the Holy Grail, they did somehow manage to stumble upon, what is possibly the most important discovery of the modern day. The real answer to Global Warming! The man with the answer was yet another gem fostered by the Holy town of Paynes Find. His name is Lindsey, and he reveals to the travellers that over mining of Australia's resources, and consequent exportation of these materials to the Asian continent has shifted the Planets mass to such an extent, that the Earth no longer rotates on its original axis therefore creating a shift in the weather patterns and ultimately the natural order of things.



Now laden with the important world changing knowledge that transposition (of Earths materials) not emissions was the answer to the modern worlds problem of Global Warming, it was up to these six sons of Eligius to complete their journey to Perth, so that all may share their wisdom and everyone could once again live in a world where you can leave your TV on standby overnight and not lose sleep over it.

So it was, they reluctantly left the town of Paynes Find and set out for Perth. It was not easy, and for what seemed like 40 days and 40 nights in the desert, many a time CPL Hutchins vehicle pulled up lame, but every time WO2 (changie changie Bang Bang) Richardson AKA the Vehicle Whisperer and his young disciple CFN Buchannan , managed to carry out intensive maintenance so that the 6x6 Rover finally reached the promised land of Perth. It was not the end of their epic Journey, but it closed the chapter that was "The Find at Paynes Find".

After reuniting with the main body in Perth, the aircraft and convoy continued the journey which took them through Bunbury, Albany, Esperance, Kalgoorlie, Laverton, Uluru, Alice Springs, Renner Springs and finally back to Darwin. This return leg of the journey had its own fair share of misadventures. The tale of CPL "Giddy-up" Middleton conducting some awesome stunt driving on the Great Central Road while simultaneously parking his 110 on its side, all in the one manoeuvre is just one. Unfortunately the remaining stories will need to be saved for a later date.

In total all the vehicles covered more than 10,000km's with the six aircraft flying more than 350 Airframe Hours within the 6 weeks it took to complete the trip. All involved were treated to some spectacular Aussie scenery along the way. And it must be said everybody put in a tremendous effort, and worked hard as a team to accomplish what they did. That concludes the adventures of Fatside with the regretful omission of many tales, such as "the Prophet of Kununurra" and "They call him Dances with Beers".

1st CDO Regiment

IAW current policy, members posted to SOCOMD are not permitted to be publicly identified. Names of members have been removed from this article to comply with that policy.

RHQ (Randwick)

1 Cdo Regt is the ARES component of SOCOMD. Initially, the unit was an amalgamation of independent Cdo Coys in Sydney and Melbourne and the support structures in place have reflected this until this year.

The Regt is undergoing a restructure of support elements which includes additional ARES positions in both Sydney and Melbourne. In particular, the unit is actively seeking an ARES ASM/TIS to lighten the load of the ARA staff in the TRF compliance area. My ARES position as the SMM/WKSP PL COMD was re-raised this year and I have been working through legacy TRF issues and establishing new processes to enable the unit to function as a whole from a TRF perspective.

The unit is extremely busy supporting various operations, exercises and courses and therefore, both ARA and ARES members are required to make significant contributions of their time.

Highly motivated ARES individuals possessing relevant qualifications in Minor Equipment Maintenance and/or Watercraft Maintenance Techniques and who are able to secure block release form civilian employers can contact me with enquiries on vacancies.

CAPT M

1 COY (Mosman)

This year like any other got of to a busy start for 1 Coy TSS. New fitter additions to the workshop, SGT M and CPL M, joined the lonely mechanic, CPL C at the pointy end. Also a new Skipper, CPL N, fresh out of the shrink wrap fronted up to Captain our Shark Cat the "Big Banana". CPL N quickly established his position as champion barista, putting to full use our pimping coffee machine stolen from the Q-ies whilst they were deployed (you snooze you lose). 1 Coy is also in the process of receiving a few new ARES additions and these are progressing through the APA and ADFRU processes at the moment.

As the majority of the unit was on post deployment leave for the first few months of the year, a strict regime of latte runs down to Balmoral beach was established and uniforms were packed away to collect dust. The first six months of the year was spent with battling the legacy of anarchy left by the previous staff (blame it on the last guy always works for your first year).

The unit Shark Cat and marine holdings had been sorely neglected as water ops were not the flavour of the month (there is no water in the "sandpit"). The lads gave the boat a bit of a polish and a little tinker under the hood and she passed her survey in flying colours, after approx $80k slipping and 3 months of work.



CPL M spent most of his first half working on his potential SGT courses, doing back to back Subject 1, 2 and 4 courses without going postal. Since returning he has settled into the routine very well, he now loves a latte. He has helped to achieve a nice figure of around 90% FF across the unit. And in a true RAEME style he managed to get out of writing this piece for the Crafty, by trundling off to the hospital with his partner to have their second baby.

CPL C attended and subsequently withdrew from his subject 4 SGT course at the beginning of the year due to Victorian bush fires in which his father lost his home and all his possessions. He spent a few weeks down with his family helping out with the aftermath of the bushfires. In the middle of the year, he and his wife had their first born, a daughter arriving on 5th of July.

He spent the rest of the month at home being a new dad and hobbling around with his walking stick trying to recover from knee surgery a couple of weeks earlier. Upon his return he has helped the Skipper with the daily ... hourly coffee demands and continues to make his fearless leader look good and take the credit for all the good work. Keep your boss looking good and he'll keep signing your leave apps!!

And finally, the fearless leader himself, SGT M has had a hard year coming into 1 Coy. It has been a huge adjustment to his Army lifestyle. He walks along Balmoral beach to work each day, stopping for a coffee at 'Victors' where he is onto his fifth loyalty card, 'Soy Latte with one Equal'. But seriously, his addition to the workshop has seen many changes, all for the better. He spent much of the first half of the year completely overworked with the demand being a workshop SGT, Platoon SGT, Armourer in CPL M's absence, and a Marine Engineer.

To top it off he has his Uni studies taking up all of his spare time, or lack there of. SGT M has stepped up to and exceeded the usual expectations of a first year SGT and now that he has dropped his Uni studies for the moment, he has found the time to relax and

enjoy working on Sydney Harbour. He has met a lovely young lady in Melbourne and between them; they manage to keep Jetstar and Virgin in business. At the start of next year, they are off overseas on well earned Long Service Leave and will return in April to fix up the mess the remaining Corporals will turn 1 Coy into.

2 COY (Williamstown)

This year has seen 2 Coy TSS (now one of a few ARES sub-units with integral support) expand and support courses in three different states.

2 Coy TSS comprises a mix of ARA and ARES personnel in Melbourne.

By the time you throw in courses, deployments and leave there is not a lot of room for down time or redundancy and the TSS has been on the go since January. The day to day work is wide and varied because the workshop facilities provide little room for medium grade repair, so we do what we can and then send other work to trade as required. This requires extensive planning on the ARA front to make sure all is good to go for the weekends.

The year commenced with a CQB course in Perth that was primarily supported by the crew from Melbourne. This was followed a little while later by another CQB course in Sydney. The Perth trip was great with access to Cottesloe beach meaning the long days didn't seem to be as bad. The rest of the year has been filled with ATV courses, amphib courses and exercises.

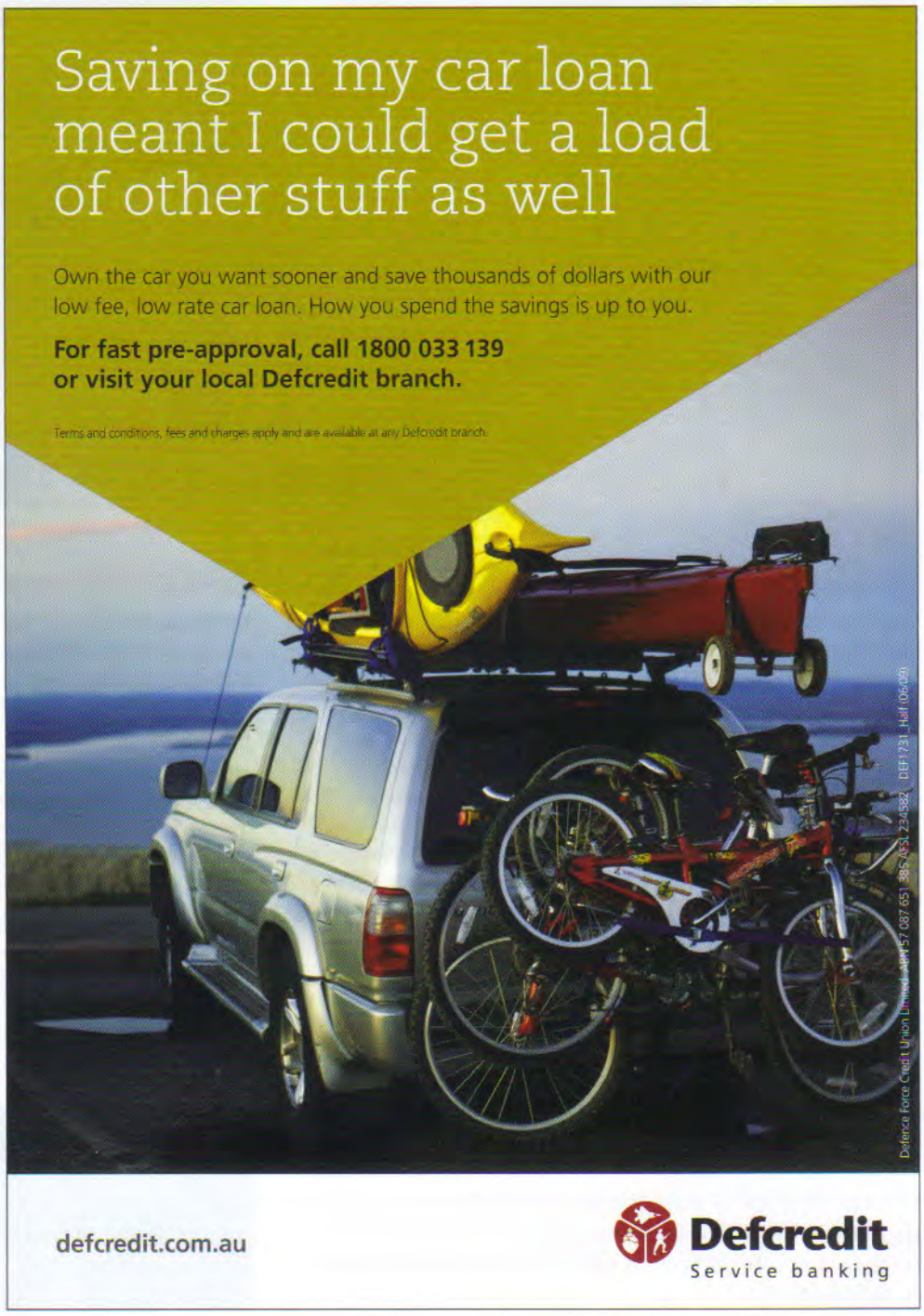
Another development was that the RAEME positions were expanded dramatically on the ARES side of things. We now have a position for an ARES WO2 and additional tradesmen to help 1 Cdo Regt expand.

Working with the ARES can be challenging but you will always find that the ARES in general have a firm commitment to the unit and it all works out in the end. From an ARA perspective, a bonus is that there are often vacancies on courses that few others would be able to attend (MK 19 course and fast roping to name a few).

OCs give us time in lieu in different ways, but the key is to remain flexible and as a long as we achieve the TRF and equipment readiness, production conferences at local coffee shops look set to continue.

All in all a posting to 2 Coy as an ARA bloke is certainly worth a look as you get full access to the SO suite of courses for all trades.

SGT G



1st Combat Engineer Regiment: Keeping the Goannas Going

If you need a job done well, get a Craftie to do it. For the Technical Support Troop (TST) of the 1st Combat Engineer Regiment (1 CER) in 2009, this has meant all manner of tasking. From playing the population of a small city during Exercise Talisman Sabre to constructing 'hedgehogs' (tank obstacles) or replica bridges for the Sappers to demolish, TST has demonstrated great skill and flexibility in supporting the Unit. Following the Sapper to make sure his equipment keeps going makes for a busy and complex job.

TST's great support to the 'Giddy Goannas' continued when the section drawn to represent 1 CER in the 1st Brigade Military Skills Competition in September 2009 included six members of TST, accompanied by three members of Logistic Troop and a pay clerk – not a single sapper amongst them.

This mixed bag was led by CPL Benjamin John and included three more vehicle mechanics: Craftsman Shaun Wells (Section 2IC), Craftsman Jonathon Larvin and Craftsman Adrian Lane, and two Fitter Armourers: Craftsmen Angus MacKenzie and Nigel Toner. Their mission: to take the skills and ingenuity characteristic of 1 CER to a new level through employment of 'Arte et Marte'.

The competition ran over two days with the quest for glory commencing at the communications stand. How many Crafties does it take to erect a lightweight? With the RSM awarding an extra duty for every tree-branch missed, the answer was 'quite a few'. However, the military knowledge quiz showed their brains made up for their lack of throwing skills as they achieved a strong third placing. This was followed by the drill stand, including firing of blank volleys for another fine third place, despite a certain degree of square-gaiting.

One of the most challenging stands involved crossing a disused quarry, rumoured to contain freshwater crocodiles. CPL John and his section being Darwin 'locals' knew that 'freshies' are nothing to worry about compared to their saltwater cousins, so they plunged in without fear. Utilising a flying fox (anchored by the new M113AS4 Armoured Fitters, of course) they reached the casualty, treated his injuries and constructed a raft to transport them back to safety. Another third place reflected the ingenuity of the section. Arte et Marte achieved!

The next stand was a weapon assembly race. Not surprisingly, with two fitter armourers on hand, the section again attained third place, beaten only by the infantry battalions of the Brigade. In fact, the judges were left highly impressed by CFN McKenzie's skilled assembly of the F89 Light Support Weapon. Next, the first aid and evacuation stand showed that the section had the skills and compassion to deal with multiple casualties in a distracting environment.

Despite their fatigue near the end of a long day, CPL John and his team completed the stretcher carry in the fastest time of all competing sections.



The final stand of Day 1 was focussed on defensive tasks, involving gun staking and construction of wire obstacles. This saw the logistic element representing the Sappers at their own game. The Section did 1 CER proud by completing the tasks in a manner that would impress any sapper, attaining a clear first place.

The Section tackled the Day 2 obstacle course competition with guts and good spirits. Working well as a team and with strong support from the rest of the Regiment, they achieved the third fastest time through the course. Unluckily, technique penalties imposed meant that the final placing was a little lower.

Although they didn't win the overall competition, the team represented 1 CER extremely well. CPL John and his section have returned to the workshop and the Q store to await possible tasking to build the 1st Brigade's next obstacle plan, proving that if you need a job done well, get a Craftie to do it!

With a mixed fleet of A vehicles, all manner of plant equipment, materiel handling equipment, a large wheeled fleet, bridging equipment and various boats, maintaining 1 CER's equipment in 2010 will continue to be a challenge. Follow the Sapper? You'll follow him further with the support of TST.





2 CER Workshops



2008 has many changes to the 2 CER workshops including a major increase in the RAEME manning for the unit. The Spooks increasing workload has been constant and doesn't look like drying up anytime soon. Even the ACE, Scott "I don't do non tech's" Langham has been bludging in the armoury; trying to do some catch up since Damien Rosatto's discharged mid September.

A few of the blokes were sent over to Malaysia for RCB82, CPL Ryan "Tow rag" Leslie was doing the grunt thing as a section Commander, while CPL Luke "I can manage a workgroup" Toohey and CFN Casey "Pirate" Spice held the rotation together with outstanding technical support.

We also sent CPL Nate "I love to count" Jarvey, our RPS dude over to count stuff. He said that he counted to the best of his ability. Once the lads were back, cleared of all diseases and recovered with the help of many hours of AA meetings – it was full swing again both on the tools and on the handball court. Jack "Ribwitch" Murch, Spicey, Mick "Gary Bishop" Blackie, John "Oooh I'm dirty" Bowditch and Chris "Cletus" Barker are the mechanics on the floor while Rod "Gimlli" Chaffer is now a lone ranger in GE. Our special EIR friends Lyndsay "Porno mo" Marriner and Derelict McNabb are still mourning the loss of Jason "Maxi" Walker who wanted to use his skills in civvie street. He is currently doing the fries at KFC.

The VM CPL's holding the unit together in the office are Les "Not my job" Prickett, Luke " I can manage a workgroup" Toohey, Jason "Son of Mark" Lee, and Shaun "The General" Ward. SGT Dave "The Oracle" Oram returned back from deployment mid year to try and steer the ship in the admin department (FAIL). Then we also have SGT/Mr Mark" What shirt should I wear-today" Hoddinett who hides in his office; stirring HQ. We have CPL now SGT Langdon in the RPS with his right hand man; PTE Chris "clock tower" Takken. The amount of work has been steady for the last half of 2008 and is slowly being picked away at.

The ACE will be leaving us at the end of the year for browner pastures heading up to DIV HQ. CFN Blackie has discharged. SGT Oram is going to model aero club (20STA). CPL Glenn "Used car salesman" Miles is going to 2/14th as the new CEO of their brew club and joining him will be CPL McNabb. CPL Ward has discovered he has gender issues and has made the decision to transfer to the RAAF. WO2 Vince Dougherty is ditching our RPS for the pineapples of 7CSSB.

The year has been filled with courses, field exercises (Wide bay, Shoalwater bay) and plenty of work on the floor thanks to the planties and vegies. With the end of the year fast approaching the usual silly season antics have sprung to life with morale and beer consumption being too high (according to the ACE).

Arte Et Marte.

Technical Support Platoon 3 RAR (Para)

Tech Support Platoon, 3RAR (Para) – a hub of activity in the Parachute Battalion. No matter what the unit is doing, TSP is always hard at work keeping the units equipment up and running.

Lead by the intrepid (and rather loud) WO2 Pete Skinner and backed up by the barrel of laughs, SGT Mark "KD" Ker-David. The workshop is kept in check and the production is always up and if its not we'll fudge the figures. Overseeing it all and keeping our top cover in check is LT Peter Liston.

After the TSP deployment to Timor last year, there was much work to get things organised and back up and running this year. But the members, new and old, took to the task with gusto, dedicating themselves to working late and working weekends where needed to have everything established as an effective workshop that could be deployed at a moments notice to support the Battalion.

It's been a great year, there have been laughs, and there have been tears. The members of 3RAR TSP can hold there heads high that no matter the challenge, the work got done, and it was recognised.

GE Section

By CPL Dave Lambert

The New Year arrived with the changing of the guard within GE section, with only CFN Fletcher & Gibson remaining. CFN Delbridge (6 Avn) & CFN Mitchell (4RAR) marched in along CPL Lambert back for his 2nd stint at 3RAR after many years as a civvy.

The section soon quickly learnt that they would be challenged with trying to rebuild the section & maintain the Battalion's assets. All hands knuckled down for the start of the Support Company Courses in early Feb, with Fletch disappearing for a sunny holiday in Townsville on Ex Sea-Lion & Gibbo to driver's course.

Del soon found out being posted to 3 RAR was not the utopia he had hoped for so he also disappeared, firstly to Sub 2, then for some much needed surgery which would leave him 'chicken winged' for the next few months. This left Dave & Mitch to hold the fort, with the comings and goings of OJT's, CFN Bell & Nicholas. Sadly, these tradesman imposters would soon regret that performing well would result in a posting to the unit. Mitch was due to discharge and become a Mr., only to take up a position in Melbourne working as an 'AJ' in a GRES unit; you'll be back Mitch.

Rolling along with a few periods of RTP, new march-ins (Nicho & Belly), Company inspections, stock takes & a delightful visit from our RAEME friends, MAS, our next show was EX Talisman Sabre. Dave, Gibbo & a vehicle swine in the form of CFN Moullet all deployed to Sunny Queensland aboard HMAS KANIMBLA for an extended jaunt around the Barrier reef with a final stop in SWBTA. ARR, a pirate's life for me....NOT. With the fading light of winter approaching, Ninja (aka), Nicho "volunteered" for OPIE Trophy (Bn Mil Skills). He had such a great time, he wants to do it all again next year, with his mates Gibbo, Belly & Fletch all jumping on the bandwagon; crazy stuff! Del "the chicken wing" finally got his med upgrade, loved his trip to High Range, found his "utopia", and has had a good time sitting in the corner studying the TRAMM. Del, if you want to know about computers- ask Dave.

With the section all coursed up, GE has a very good platform to have a productive year in 2010, if only the ASM can find some "Anti-Grumpy Bear" pills to feed Dave.

VEH Section

By CFN Christian Hynson

Vehicle section started off this year fairly steadily, full of new faces and we all got to know each other fairly quickly starting to work very efficiently early on.

EX Sea Lion first off the blocks to support, with only CFN Causby in support. Whilst other members of the section got coursed up in some much needed license and promotion courses, setting ourselves up for a year full of exercises.

Post Ex Kapyong Warrior brought the notorious MAS to our workshop. Under their prolific red stickering legitimate corrections and recommendations we got stuck into 3-4 weeks of head down solid work, bringing our vehicle fleet back into full swing before sending our resident pirate, CFN Moullet on EX Talisman Sabre.

Next event on the cards was 'Opie Trophy', a section based competition held in memory of legendary MAJ Len Opie DCM, testing our physical endurance and basic soldiering skills against the best that our Infantry brethren had to throw at us. Our representative section was made up of members from all across ADMIN coy including two vehicle section personnel, LCPL "J4Life" Lewis, CFN "Redmess" Auld. The boys did us very proud by sticking it to the grunts and finishing ahead of some of their sections on various activities.

EIR Section

By CPL Mark Williams

With both CPL Heyes and CPL Williams being the only two members of the section, as well as being new march ins, it was a fight for the right to order each other around. CPL Williams (Boffin), also known as the ghost, has been away for more time than he's actually been here, with courses, long service leave and also surgery. He was even seen once in the Admin Coy HQ, by one of the Coy Officers who promptly asked him "who are you? I thought I knew all the CPL's in our company" even though he'd been posted to the unit for well over 6 months.

CPL Heyes, the notorious sparky, loving his test tags whenever he's not covering the TSP admin SGT's position while either the SGT or the ASM are away is always around to bring a smile to peoples faces with his antics and jokes (or stuff ups). A couple of courses and exercises under his belt, as well as his promotion this year to CPL, Watch out "H" eyes ... You'll be a SGT before you know it!

RPS Section

By PTE Scott Jobson

On a cold morning, you can smell the aroma of coffee being brewed in the RPS office, where you will find the RPS lads, CPL Robert (Rob) Marama, new to 3RAR and PTE Scott (Jobbo) Jobson, the RPS digger.

Rob arrived from 16AD early in the year, not knowing what was in stall for him in his warehouse. Mr Michael (Mick) Randall, the civilian storeman, greeted him and gave Rob an overview of what to expect. The RPS was not what Rob had quite expected.

When Jobbo, returned from leave in late Jan, Rob met him and showed him what was to be done in and around the warehouse. The warehouse was soon rearranged and the boys were ready to supply their RAEME counter-parts, with much needed repair parts.

With Rob's promotion courses, Jobbo is handed the responsibility of 'holding the fort' and running the RPS. This proved to be Jobbo's first exposure to running (or running from) a warehouse, with the assistance of Mick, as well as the TSP staff. Jobbo deployed out field on EX Kapyong Warrior, taking with him, a Unimog and 8t trailer carrying parts, stationary, tools and pers gear. It was out field, Jobbo realised that the RPS is a vital element for the workshops and he was indeed in the army

CPL Marama is kept busy with managing Jobbo and Mick and to make sure loose ends are tied up, as well as running reports to satisfy the Main Q-store and any outstanding requisitions either completed or closed.





A25-223. A Day in the Life of a Black Hawk Tradesman – 5 AVN Regiment

By CPL Danielle Masters and LT Chris Porada

A Black Hawk, tail number 223, was prepared to be transported into to Timor as part of servicing rotation schedule setup to maintain the 5 Avn Regt foot hold and air support capability for OP ASTUTE.

A crew was selected for an FRT required over what was expected to be a three day escort of 223 from Townsville to Dili via a stop off in Darwin. The Darwin stop was intended to be a brief respite for minor servicing checks and re-torques. Flights were booked, tools were loaded and spare parts were forecast. 223 was packed and prepped for the Lahr flight to Darwin, the FRT was given airfares and details so that they would be ready to commence work on arrival of the aircraft. That's where weeks of planning ended and this story begins.

Day 1 – The FRT arrived in Darwin after the 8 hour flight from Townsville. 223 didn't depart Townsville that day as planned. Fatigue management was enforced and everybody had the night off.

Day 2 – An early start, the landing site was prepped and everyone was ready to go. Several hours later the FRT receive a call 223 was inbound ETA 4pm. Fatigue management was again taken under consideration and the FRT was dispatched to see the sights of sunny Darwin. Lunchtime, another call came through, 223 failed to cross the border and has broken down 400km north of Mt Isa. Due to the stressful working conditions, it was decided that the FRT would get another night of at the hotel while the Aircrew spent the night at the Century Copper Mine. 223 would be repaired by a crew flown in by Chinook from Townsville.

Day 3 – An early morning call, ETA 2pm, another morning off or so we thought. Rounding the final turn to the famous Fisherman's Wharf, we received yet another dreaded call. 223 had come down again, with only an 8 figure grid reference 400km south of Darwin, we turned the car around, packed our bags and loaned a GPS from 1 Avn Regt. RAAF Tindal supplied maps of the area that 223 had supposedly come down in. Of note the NT is a big back yard to play hide and go seek in, it didn't matter how loud we called 'Marco' with no roads or even a track finding 223 was going to be tough. Stilly and Bails did the only thing possible, with the GPS, they attempted to locate 223 off the beaten track. Unfortunately, 223 had secured a formidable defensive position and our off road drivers could not get within 10km of the grid. By 1am they called the search off and returned to the remainder of the FRT. Making sure they were looked after RAEME style, we left a six pack in the fridge for their return. By the end of day 3 of a 3 day trip, we still had not seen nor found a helicopter.

Day 4 – A second search was launched, staged from Mataranka. The remainder of the FRT found a convenient swimming hole to pass the time. The search continued but to no avail. 223 was stuck in the scrub, the aircrew doing it hard in the dirt. Later that afternoon and with thanks to the RAAF search and rescue helicopter, a third attempt with some rations, water and Black Handers wearing board shorts (a much needed component of any survival package) was sent out. Two hours of daylight remained when they found 223 and got her ready to head back to civilization. Of course the remainder of the FRT had to fend for themselves again. We made sure the boys had ale on their late return, which of note, did not happen.

Day 5 – At first light the lost chopper, 3 tired aircrew and 3 Black Handers lifted off from paddock number two and flew safely north to Tindal. Space blankets and body warmth was required, or so they said, to stay warm out in the scrub. Tindal now, and a full day of repairs were carried out, test flights proved only one thing, 223 was a nice looking paper weight.

Day 6 – ANZAC Day dawn service, the RSL, Two Up and refreshments; ANZAC Day was celebrated in the traditional sense, another day in the green.

Day 7 – All packed up and back to Darwin, leaving the paper weight all on its lonesome in Tindal. Humpty Doo hotel was the highlight of the drive and a convenient lunch stop; we made sure that the day was not an entire waste of working hours.

Day 8 – 210 had flown in from Dili for the exchange, replacement 223 was still positioned in Tindal and so was replaced with a now pre positioned 203 in Darwin. 210 was then planned to be placed in Townsville for future rotation and replacement to Timor. The FRT was doing a controlled parts exchange, the extra tradesmen and now three sets of aircrew conducted an intensive fatigue management session and a recon of the night life in Darwin.

Day 9 – Dili gets their replacement. 210 flew down with the replacement FRT to the paper weight for maintenance. The hire cars were cleaned and cleaned and cleaned and then returned. The original FRT then flew back to Townsville.

Days 10-11 – The accessory module was replaced followed by more test flights.

Days 12-14 – Wolf Creek eat your heart out. 223 took off and headed south again. With all the gusty wind she must have spotted some paper and felt the need to weigh it down. Of note 223 came down in a farmer's back paddock. The farmer was slightly unprepared and a little surprised at seeing the arrival of a Black Hawk. The Aircrew received a scare with a detailed narrative describing guns, an extreme dislike of the government and the fact that they were unwelcome on his land. He remarked with an intense look in his eye that it was so remote out there that he hadn't spoken or seen another person in months. Bails tried to hide his last few ciggies, and the lot of them slept inside a very small load space for two nights.

Day 15 – Permission granted to get the hell out of there, or perhaps

get out of hell! FRT crew No 3 flew in to drain/replace every last drop of oil from the main transmission 3 times to clear it for a ferry flight back to Tindal later that day. FRT Crew No 2 flew back to Townsville with bad man memories, in the back of 210.

Day 16 – ...of the 3 day trip and 223 had made it back to Tindal were she was going stay for the meantime. We all hoped that the RAAF would (not) seize the opportunity to concrete her beside a gate as a keepsake.

In conclusion, by day 29 of the 3 day trip, after a further week of planning, FRT crew No 4 was sent to pack 223, fold the blades and push her into a C17 for the flight home to Townsville. A day in the life of a Black Hawk Tradesman. The End.



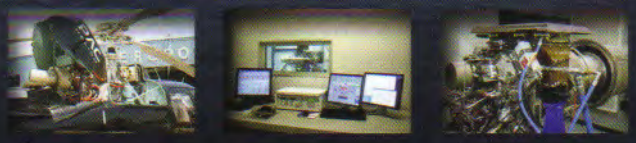


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ASIA PACIFIC AEROSPACE

Timor Leste Battle Group V – Technical Support Platoon

By LT David Horder, 5 RAR

Timor Leste Battle Group V (TLBG V) was deployed from Sep 08 – Jun 09 as part of Australia's continued assistance to the Government of Timor-Leste and the United Nations in order to provide continued stability and security for the Timorese people.

As part of this Battle Group (BG), the Technical Support Platoon provided flexible and responsive maintenance and recovery support to BG activities. The BG had the full suite of plant, armoured and transport vehicles that brought plenty of variety in servicing and breakdown repair. Additionally, we found ourselves closely supporting the BG courses, and on occasions were required to assist the Falintil-FDTL logistic capability. A couple of the VMs and a Recovery Mechanic were fortunate to be included in the in-country M113A1 Drivers Courses as students, which allowed them an excellent opportunity to not only gain the qualification, but also to view the beauty of the mountains south of Dili during cross-country driving components. This was the first time M113A1 Drivers Courses have been run in-country, how poignant it was that RAEME personnel were not only supporting it, but part of the action. Those involved included CPL Ray Allesa, CFN Matt Klefisch, CFN Dan Stoman, CFN Carl Clarke, CFN Dan Shelton and CFN Dave Ciosmak. SGT Iain McPhail and PTE Mark Harrison ensured that all of the RPS needs were met despite having their work cut out for them with a sizeable warehouse.

In most cases the workshop affected forward repair across the AO by moving to the outer FOBs by road to conduct scheduled servicing or breakdown repair. However, there were a number of occasions that shorter notice FRTs were conducted by rotary wing (RW) into more isolated pockets of the country that would have had incurred substantial downtime if the FRTs were required to drive. Of particular note, CFN Sean Jackson and CFN Rob Rosenow successfully executed a short notice vehicle repair so efficiently that the rotors were still moving when they had finished the job. This privilege certainly heightened the requirement for good diagnostic skills on part of the operators on the radio and analysis of the EMEFIX by the tradesman on the workshop floor.

RW is certainly a much faster way to travel, but it could never replace long distance recovery and complex repair tasks with the GMV or MRV. Of particular note was a complex recovery task early in the tour coordinated by CAPT Paul Luck (reliving his glory days). WO2 Bougoure was also adopted into the workshop to run an ARVL course and to look after the Manitou.

Like Darwin, the tropical monsoon climate of Timor-Leste amplifies the requirement for regular and disciplined maintenance of equipment. From the essential greasing of the drive-train, ensuring adequate drainage of deployed POL containers [particularly fuel consistency], oiling of weapon parts and checking the water filter on the reserve generator, operator maintenance was key to effective maintenance. As a result, during our time it was decided



CPL Dom Hamon with some new found friends.



M113A1 Drivers Course in the hills.

that Operator Maintenance and Diagnostic training was required to improve and refresh the skills of equipment operators everywhere. SGT Ben Carthew and SGT Scott Butterworth spearheaded this attack on this task. It was difficult to achieve with busy patrol and training programs, however, there is never any joy in breaking down in the middle of nowhere [nor is there any respect if it is a simple problem], nor does a Commander put up with preventable vehicle accidents. The workshop lads were passionate in the delivery of this training, and chomping at the bit for an opportunity to impart some RAEME wisdom.

The tour began in Sep 08 we had LT Brian Smith and the ASM WO1 Brian Bosworth leading the charge. During the initial three months the BG footprint was still quite large and spanned the majority of the country. On change over of personnel, we had LT Dave Horder and ASM WO1 Deta Kerschat came into the fray with some other fond characters. One of these characters was CPL Gregg Howard who was best known for the construction of a turtle pond within the workshop area. Constructed over a number of Sunday afternoons, the pond was completed with tiered pools of flowing water from a leaking tap.

Plants were locally purchased and added 'charm' to the idyllic landscape. It was hard to believe that some of the turtles residing in the pond were once living in the storm water drains flowing under the workshop. The size of the feature meant that it enviably became part of the workshop tour.

Electrical section had the privilege of helping the Tour De Force set up their power systems for their concerts. CFN Dan Wood became known for his efforts to maintain morale through avid participation in the social committee's making 'compulsory functions' feel non-compulsory. Our resident metal smith, CFN Josh Talbot worked closely with the RAE lads in part of the development of the F-FDTL class range and the Australian Commando memorial.

CFN Joshua Bohn provided a demanding physical training program and often had us running up and down the stairs to the statue of the previous Pope. Subsequently, it was found that several guys lost a significant amount of weight during their time overseas. On the other hand CPL Dominic Hamon, CFN Simon Lynn and PTE Brenton Goulding were successfully 'getting massive'.

The most impressive fact is that during deployment we had six people from the workshop engaged to be wed. In fact, 40% of General Engineering Section was betrothed including CFN Marc Reilly (now CPL) and CFN Blaine Askew.

A UK Vehicle Mechanic – too Australian?

By CPL Steve Barlett, 5 RAR

CPL Steve Bartlett posted into 5 RAR in Jun 09 after moving to Australia from the other side of the world. He has taken a moment to explain the process and his initial feelings of this strange new organisation; the Australian Army.

After pondering what to do after serving 22 years in the British Army and discussing the many options available to me with my family, we came up with the idea of emigrating to Australia. Having not lived in the UK since joining the British Army [19 years in Germany and 2 years in Canada] I was not cherishing the thought of raising my children in a hostile land with few prospects for the future of my children. So after weighing up the pro's & con's, we decided that the best and cheapest way forward was transferring to the ADF.

The transition began approximately 18 months before my end of service with the mountains of forms we had to fill out in triplicate, and then again in case they got lost. When it came to our removals we ended up spending about 12 weeks without our homely goods and living out of a suitcase, which is a small price to pay in the grand scheme of things.

We arrived in Darwin after being well looked after through a 1st class trip and a 2 day stopover in Singapore. Within a week we had a newish car; the kids were enrolled in school and we had access to a brand new house through DHA. May I add that this house is a blessing after the dives that we've had to reside in during the many moves we've experienced in the British Army. So all in all a great start to our new life! Then the fun began!

A new adventure was ahead of me at 5 RAR having been given the chance to learn what the Australian RAEME had to offer over the British REME. My thoughts prior to getting here were that the Australian Army was a well equipped, well maintained and efficient Army with good career prospects and a secure income for the next 15-20 yrs. Having seen it, things aren't perfect but I'm happy to be here.

I was interested to see that the overall maintenance picture is in a similar state to my British counterparts. A relatively large vehicle fleet with undermanned workshops and similar logistic issues with parts availability (or turnaround) through the supply chain. And how about the bloody IT equipment (another good 'ol off the shelf system) designed to reduce paperwork [I'm not sure whether it does]. I was interested to see that the A-vehicles are cast off from the Americans, and that they have been used for the past 40 years. Happily out of the frying pan & into the fire!

One of the great things about the move is that the RAEME attitude is far more laid back than REME and I am still finding it amazing that the tradesman here produce the goods with minimal resources. One of my responses is: "I can't believe you haven't got the tools to do this job" to which the reply is "I can't believe you think we do". A good example of the typical attitude of a REME/RAEME soldier, no matter what the situation, they still get the job done. It is nice to see some things don't change!



CFN Dan Banford and CFN Dean McLoughlin .



TSP TLBG V.

All in all between the two Armies there is not a great deal of difference; the guys are all high spirited and both can whine as good as the other but in true REME/RAEME tradition, they all just get on and put maintained equipment back in the hands of the user....until the next time they break it.

5 RAR Battle Group Rear – Technical Support Platoon

By WO2 Aaron Writer, 5 RAR

Whilst the majority of the Battalion was deployed as Timor Leste Battle Group V (TLBG V) for the period Sep 08 – Feb 09, Battle Group Rear (BGR) was also working particularly hard to support a high training intensity back at home. Leading from the front during this period were SGT Mick Hopper as A/ARTWO and then WO2 Aaron Writer on his arrival in January of this year.

Ex PRED CRAWL was the first Mech Ex for the year, which ran for two weeks in Mount Bundey Training Area (MBTA) during May. The A1 Ech remained non-tactical in the most part for this Ex concentrating on maintaining the Mech Coy's A-vehicles. As always, the flow of parts was the issue and it was difficult to keep up with the demands from breakdowns. The A1 echelon was also finding its feet as part of the A-echelon system - this experience contributing valuable experience to a number of more junior members. Those involved included CPL Sean McClure-Maher, CPL Todd Rutledge [now discharged], CFN James Cattle, CFN Nic Haley and CFN Mat Wright. CPL Rutledge and CFN Wright were required to recover a tip-over. Minimal damage.

EX TALSIMAN SABRE 09 was the third Mech Ex for the year and ran for three weeks [one week of travel either side] in Shoal Water Bay Training Area. We operated next to 1 CER OSS and 16AD and were able to assist each other when we were under the pump. Those involved were CPL Justin Neilsen (now SGT), CPL Rob Taylor, CFN James Cattle, CFN Nic Haley, CFN Brad Hunter, CFN Luke Page, CFN Dave Wood, CFN Mat Wright.

During 2010 we had CFN Dan Playford deploying on Op SLIPPER and CFN Dan Shelton on TLBG V at short notice. Clearly if your name is Dan than it pays to remain vigilant and ready to deploy. Also of note, SGT Mick Hopper deployed on Ex Long Look 09 with 7th Air Assault Battalion REME in England from 25 Mar – 21 Jul 09.

7 RAR Tech Spt Pl

By WO1 Paul Klieve, ASM 7 RAR

Greetings from one of the newest TSP in the Army from a place where the weather is always nice except when it is raining or it is too damn hot. This year, 7 RAR has been predominately made of the "Home Team" (LIDs – Left in Darwin) and the "Away Team" (MRTF-1). Both teams have had an exceptionally busy year with the deployment and exercises and trying to support a Bn (-) in the field. If anything this year has proved you can fit 70 hours in a 38 hour working week (not that we account for it).

Admin Coy of 7 RAR has been reasonably flush with RAEME personnel for the year with MAJ Dave Hughes as the OC/Bn XO/S1/S2/S3/S4/S something else/Unit Safety Officer (USA)/Unit Security Officer, LT Cameron Holt as Log Pl Comd (until we traded him to 5 RAR), WO1 Paul Klieve as the Admin Coy XO/ASM/Bn S4/LOG Ops/Assistant USA/Facilities Manager/IT Manager/Equipment Integration manager and the list goes on.

We were joined in July with CAPT Bob Carlos as the Coy XO and LT Branch and Bligh turned up as mid-year grads.

Once the deployed members returned there was an expectation that the workload would decrease, but no, we made it busier for ourselves by going out bush and trying to do maintenance on the AS4 Carrier fleet while running courses.

Below are the edited/rewritten tales from the home team and the away team ...

The Home Team

C Coy Tech Section has been manned by SGT Wayne Marsh (VM), CPL Andrew "Paris" Hyatt (VM), CFN Darrell "Browny" Brown (VM), CFN Peter "Tex" Middleton (Super Boff) and CFN Joel "Staity" Stait (Tow Rag).

Wayne Marsh took the opportunity to try and smash as many courses in the first 6 months of the year so he didn't have to spend time out bush, this worked until he realised that doing endless courses makes a man crazy. To fend off the bush fairy for the rest of the year, he had his ankle operated on so we had ourselves a "Limping POHM". With Wayne away, Paris stepped up to be in charge of the Tech Section and performed a good job; so much so, we sent him on JLC and then promoted him to CPL. During the reign of Paris, there was a point in time where 7 RAR TSP was supporting the Bn with Paris (the worker) and the ASM.

Tex, was the boffin for the section and as all boffins do, was an excellent TA for the greasers. I really don't know what you black trades would do without us good guys helping you out all of the time.

Staity, the tow rag, had an eventful year and managed to break his ARVL on Talisman Sabre and was towed around Shoalwater for 6 days. He is another person we sent field all the time to allow him to endear himself with the infantry soldier, I don't think it worked though.

In May we had CPL Paul Baxter arrive from the motherland and he has quickly settled into the team, he didn't have a choice really. We did all of the cool things with him – sent him bush, sent him on course, sent him bush again and sent him on course again. I am pretty sure that his family still recognises him 9 out of 10 times when he comes home.

The Away Team

The "Away Team" consisted of WO2 Dave Larkin, SGT Rod Wilkinson, CPL Rod Pallentine, CFN Mark Baldwin, CFN Nathan D'Altera, CFN Alan Rask and CFN Chris Brown plus all the clingons from other units. Their year started last year with their MRE out at the picturesque Mount Bundey Training Area. There are a lot of similarities between MBTA and the MEAO, its hot, its dusty and animals just don't want to live there. The MRE proved that the Bushmaster is a maintenance heavy beast especially when they run the engine to keep the aircon on.

The away team departed Australia in Oct 08 for their deployment and landed in Kuwait for that lovely week of training which started at some ungodly hour in the morning. After being issued the portable sauna (MCBAS) and completing all of the training it was time to get the first class C-130 flight into Tarin Kowt.

As usual, the boys arrived and hit the ground running at break neck speed, trying to conduct the handover, send FRT's outside the wire, conduct weapon inspections and trying to repair the very tired ASLAV and Bushmaster fleets. Of course we can't forget our dear little toe rags, who spent much of their time outside the wire recovering everything the war fighters destroyed so the workshop could recommence the life cycle of a piece of equipment.

The most important maintenance of course was to the brew room and the workshop facilities. A new brew room was built so that it could hold 2 poker tables instead of 1. The workshop roof was modified to prevent flooding when it rained.... well it still floods – roof technicians we aren't. These improvements were an attempt to increase morale which was continually soured by the interesting Dutch cuisine.

Groundhog day had come and gone; everyone was tired and wanted to go home after the 8 months of being deployed. Suddenly, MRTF-2 turned up and the light at the end of the tunnel was identified as the freedom bird to Australia. We returned home and had a well earned break before cracking on again.

Soon it will be Christmas and all of 7 RAR RAEME will have earned a decent break before we start the exercise season in Cultana in Feb 10.

If you want a challenge, a posting to Adelaide, a new workshop, an excellent chance to go to exciting places like Cultana, Mt Bundey and Shoalwater Bay, get onto SCMA and ask for a posting to 7 RAR ... at this stage we will take anyone for the 2010 run on team.







TLBG 6 Workshops

By CFN R. Tracy



How many Craftie's does it take to change a change a tyre??

2 RAR's tour of Timor Leste has bought together a collection of tradesmen from different workshops around Australia, both Regular Army and Reserve, but it hasn't taken anything away from the Esprite De Corps within the workshop.

Many workshop members experienced a rushed preparation in joining the Battle Group for the tour, as a few of us joined the Workshop only a scant few weeks before the deployment, and a few more (Sgt Paul "Don't call me Onk, my name is Dusty" Miller, Cpl "Squizzy" Taylor, Cpl Steve Ramsey, and our token Chocko, Timmy Trautwein) joining up with us well after we had arrived in country.

Arriving in country, TLBG 6 workshops promptly picked up where TLBG 4 workshops left off (For the editor, this is not a typo). This included getting stuck into the work groups, figuring out what was where, getting the poker table made out of what used to be the best beds in Timor, and for the Wrecky Mech's, finding out where they could get their Iced Coffee's.

Early in the piece, Dave Reay stamped his short held, but somehow drawn out authority as acting Platoon Sergeant until he was replace in a hostile takeover by SGT Miller when he arrived in country. Dave was later found to not be Gangster at all, no matter how much he thinks he is...

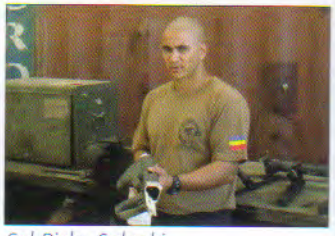
In Vehicle Section, work started with what was to become commonplace, with NFW Inspections after accidents, but the first one was not caused by one of our Zipper friends, but caused by our resident Elecy Reece Emmerson, after he "apparently" tried to avoid an oncoming Mikrolet by parking his ERV in a drain after taking out a tree. He thought this was the Gangster course of action.

We in Vehicle Section have been carrying out numerous FRT's to the outlaying FOB's at Baucau and Gleno, and seeing the Amazing country side, and the erratic driving styles of the locals.

In Vehicle Section, Rory "The Incredible Chin" Marshall is leading the charge in Servicing, while Ricky "Angry Little Man" Solanki heads



FRT to Baucau with 2 GMV's and an HRV.



Cpl Ricky Solanki.

Repair. While between these sections the ongoing saga continues with servicing and repairing an ageing fleet of vehicles, and chasing parts for them (Merlo, the other white whale...).

This has left the 2 skinniest Muscle Men in Timor ("Oscar" Ocini and "Pingers" Pengelly) in RPS running around looking for those elusive parts, while the RPS Corporal "VK" Van Kriekan sleeps in the corner (apparently he is doing "shift work").

Meanwhile, over in GE, nothing much is going on. A few guns get serviced, brews are made, John Sheehan shuffles around aimlessly muttering about his lost youth, and Thommo made a rather fetching Table Tennis table.

The Wrecky Mech's are located in the same office as GE, so between the Tow Rags preening over their tow trucks, and dashing off to recover yet another stranded vehicle, there is much head butting and poo flinging in that particular office, although Timmy is still having to be persuaded to come to work at times other than Tuesday nights and Weekends.

Over in EIR, the Boffins only emerge from the Air Conditioning, Halogen Tanning and red tagging to make brews and brag about how they are on the big bucks. They may think this is Gangster, but it isn't...

Reece "Emo" Emmerson got himself a new partner in crime when Squizzy Taylor arrived a couple of months into the trip. Emo now cannot get away with as much as he would like to.

Supporting up in our cause against the rest of the Battle Group, the Ace, WO2 Dan Waterson, vainly attempts to keep our Boss, Lt Aaron Campbell (the MAD Magazine Alfred E. Newman Look-alike) in line. As the Boss attempts to act like a tradesman in his brief and often scary forays onto the workshop floor.

Also, we have Capt Ross Thomas, and Wo2 "Al" Stevenson who wander down to the workshop when they can escape the CP, so that Al can continue his hobby of putting red stickers on vehicles and writing 23 page Tech Inspections.

With a further 5 months to go, it looks like we will be losing a few of the boys when it comes to posting. What happens from there, nobody seems to know, but we shall keep on plodding along.

21st Construction Squadron Workshop Warning ... may contain asbestos

As 21 Construction Squadron has no involvement in AACAP for 2009, the unit was in line for a well deserved rest year. This period was to enable the members of the squadron to attend courses, participate in recreational activities, kick the footy around and play volleyball (but not touch). This was the well earned rest year between AACAP tasks....Or so we thought!

The existing workshop staff consisted of: SGT Corcoran, CPL Boswood, CPL Griffin, CPL Murray, CPL Pirard, CPL Ryan, LCPL Little, LCPL Moody, CFN Freimanis, CFN Friend and CFN O'Donnell (all still traumatised from the previous years demanding AACAP).

We welcomed the following new members:

SGT Brooks, SGT Joyce, SGT Kibble, CPL Fagan, CPL McGregor, CPL Salau, LCPL Massie, CFN Hazelwood, CFN Shearn and CFN Wintle. CFN Westerman of South African decent was posted straight out of OJT and speaks surprisingly good English.

In command we have Capt Hayes (who has the ability to walk past a piece of equipment and tell you its service history back to when 'Darky Johnson' in-inspected it in 19digity3) and WO2 Bishop, both fresh after their swan trips as gun slingers at the "war".

It is great when your organisation has the ability to claim records; and at the beginning of the year the Workshop had the greatest maintenance liability in the units history, a legacy from a very task heavy AACAP. We began the year doing IMTs by deploying half the Wksps to play bad guys and the other half to man an FRG in the compound to prepare vehicles required for 17 Construction Squadron's AACAP. Due to a power struggle between the Army and Navy the deadline for equipment loading was compressed. This required us to apply massive horsepower to supply FF equipment to meet our Construction Squadron brethren's optimistic deadlines. A super fun pressure activity purely for moral building purposes.

As this has been a "rest year", 21 accepted the task of completing a fire trail in Canungra; a task that civilian contractors deemed impossible. Horizontal Rooster ultimately blew out from a six week activity to a six months adventure that has cost more money this year than the command formally know as Training Command's annual budget.

From the beginning of the year the unit has been without any forklift capability for one reason or another, but thanks to our RPS storemen, who can lift heavy stuff, the impact was minimal. Thanks CPL Arms ... you know who you are.

With the tragic events of the Black Saturday fires in Victoria, the unit was tasked with preparing equipment and personnel at very short notice. The workshop as a whole took this responsibility very seriously, reorganising priority of work to ensure all of the equipment that was asked for was in a state of readiness and suitable for such an ominous, yet essential, task.

A month later the unit was called upon again to provide disaster assistance in the form of Operation "Dolphin Assist". This was as a consequence of an oil spill on the South Eastern Queensland coast resulting in another short notice DACC response. No Dolphins died during the conduct of this activity.

The unit run boat course, Rooster Bridger, was a large scale training exercise involving 21's personnel and borrowed Launch and Recovery Vehicles assets. Once again the equipment arrived in a questionable condition and workshop, through drive, tenacity and determination, had them back to a FF condition in time to be deployed for the training activity.....Engineers .....they know boats.

The operators within the unit were surprise to find that some actions are not deemed to be within the "suggested" operating parameters of the equipment.

For example:

- It has been proven that the Stanley power packs can run on ULP, but not for long;
- If it smells like ULP it generally is;
- Chainsaws run well on 2 stroke fuel, but only when 2 stroke oil is added to the fuel;
- Just because a Komatsu Rock Crusher has tracks, does not mean you can drive it anywhere like its bulldozer brethren;
- The spray bar on a Mack TTW is not as strong as a Bulldozer.

Though this year has not been without its struggles, we have been able to deploy CPL McGregor and LCPL Little to the "war" and CFN Freeemannis to a holiday camp called Timor Leste. CPL Boswood visited NZ on exchange for LCPL Mata, who has been able to visit her nation's capital, Bondi.

As the year draws to an end it would seem that our equipment is in a much better position and our efforts are being reshaped in preparation for AACAP in 2010. The workshop can look forward to another quiet year with designated tasks and a set focus. The unit farewells the following members off to greener pastures; WO2 Bishop with SGT Brooks off to DMO (Topps), SGT Gary (The Best God-Damn Actor in the World!) Corcoran – 51FNQR, CPL (check the EMEI) Boswood – 8/9 RAR, LCPL Little – 7 CSSB, along with the ASM's Brown Monaro.

Final Word: REACTIVE MAINTENANCE – is the any other kind?

20 STA Regiment Technical Support Troop 2009

By CAPT Rob Sutton, OC TST

20 STA Regt TST is comprised of TST HQ (myself, LT Roos and WO1 White), VEH/GE section (headed by SGT Oram), EIR/ELEC section (SGT Clark) and RPS (SGT Miter). All of the previous are self explanatory, but at 20 STA Regt, the TST also consists of an Unmanned Aerial Systems (UAS) cell, headed by WO2 Chudziak.

We have had a very busy year this year, with TST participating in numbers with Ex Talisman Sabre 09 and the unit certification exercise, Ex Raging Dragon 09. Along with this, there has been the requirement to participate in a number of Mission Rehearsal Exercises with the deploying Surveillance and Target Acquisition detachments, as well as a number of battery level exercises.

There have been some disappointments, such as the ongoing delay in the new UAS intended for delivery under project JP129 in June 2008. There have been moments of joy, such as CFN Ward and Dave Robertson becoming fathers for the first time. There have been moments of stress, such as all of the unit's vehicles seeming to fall due for service in the same month, as well as times to relax, such as the TST trade visit to Hastings-Deering.

All in all, I have been honoured to be able to lead the troop over the last two years, and want to say that I am very proud of the hard work of each and every one of the members of TST, whom I will miss as I move on to DMO.

UAS Cell

There are presently 9 ECN 411 and 142 within UAS cell, as well as a number of reservists. The cell was originally constituted to conduct the Introduction Into Service of the I View 250 Unmanned Aerial Vehicle (UAV), which was due for delivery into the unit in June 2008. Subsequent delays and an inability of the contractor to meet the stated requirements of the project led to its cancellation in the latter half of 2008, and the project team finally seems to have settled on the Shadow 200 UAV, which is currently planned for delivery in the last half of 2010.

Throughout the last two years, the guys in UAS cell have had some things to keep them busy, however. They have had the opportunity to deploy as UAV operators with other members of 20 STA Regt, and in some cases have got themselves into some very hairy circumstances. They have had the opportunity for trade training with Helitech and Insitu Pacific Limited, and some have had the opportunity to visit the US to learn about ScanEagle maintenance. Finally, there is the toy aircraft otherwise known as Skylark which at least provides some entertainment in barracks, and which has given ground RAEME a chance to participate in and understand aviation maintenance.

Once Shadow 200 arrives at the unit, whenever that may be, it should be a very exciting time, getting to learn about a new aircraft, and finally getting the opportunity to train and deploy with the unit in role. Fingers crossed, it is not too far away!

Vehicle/GE Section

By SGT Dave Oram, Veh/GE SGT

A successful year in the greaser world, 12000km following the Regiment around the country side and not a single break down we couldn't fix. Team "Awesome" and "Gertty" (the GMV) have been busy this year fixing all the unit's most important equipment like ..... the Unimogs and well there's Rovers too, so it's not real glamorous but 12000km without Recovery and with Gunny operators is still pretty good.

The boss thought we were a little under employed in September so he thought he stop and help a padre with a car on fire. After offering no help to put out the fire (he has a fire extinguisher now!!) he kindly offered the expert skills of his greasers to fix the car. Now I've been around for a little while and have developed enough knowledge of cars to get me by, but a 1948 Riley I don't count myself as an authority on.

So what does a SGT do – palm it off the OJT with words like – give it a crack see me if you have any dramas. Who would have guessed 1948 technology could give so many dramas, but when the Padre says that to start the car, you have to pull the manual timing advance out all the way, the choke out a bit and as soon as it kicks push the timing in straight away, stick your left arm in the air at 30 deg, and stand on one leg you know you're in trouble. After a week of playing with the car it was running, just.

The Padre comes over and we explain for some reason the timing is way advanced, no timing marks to confirm this, but it's pinging and back firing etc. He looks at the car says thank-you very much, coolly hops in car presses the start button and presto, the car's purring like a kitten. The Padre is now coming on all future FRTs, as I think it might save me some frustration!

EIR/Elec Section

By SGT Lindsay Clark, EIR SGT

Elec Section is currently manned by CPL Van Lambaart (V.L), CFN Ward (Wardy) and Mr Robertson (Robbo), with the majority of the work being done by Robbo. Both Robbo and Wardy have welcomed new members into their families this year, while V.L did a runner on long service for a month.

The start of the year has been fairly quiet, with the usual trips field to break the monotony. This year has seen the reintroduction of the 18Kva generators back into service. This has brought with it all the usual teething problems and extra ones that we did not see coming, but seeing we in Elec Section are exceptional tradesmen we have handled all with practiced ease.

EIR Section 2009 started the year with CPL Bartley (Barts), CPL Cutting and CFN Lawson (Lawso). The year has been pretty busy with the roll out of the Land 58-3 Weapon Locating Radars, ironing out all of the little bugs that come with upgraded bits of equipment.

With Lawso taking discharge mid way through the year, those left have been working hard to keep all the units equipment serviceable.

With the entire EIR Section being posted out at the end of the year and a new crew in coming in, next year will certainly prove to be a challenge for the section.

Holding the reigns on both sections is SGT Clark ... who has actually been present at the unit for a least some time this year. He will also be departing us come the year's end.



102 Field Workshop
3 Combat Service Support Batallion

OC; MAJ Anthony Evans, ASM WO1 Michael Robinson Written by CPL Tony McGovern, Veh Pl

Predictably, the workshop has seen a busy year, but that is always the case at a CSSB workshop or so I am told. I have just completed my first year in Townsville and in fact, in the Australian Army. As a Lateral Transfer from REME to RAEME, I am still on the steep learning curve that comes with; new uniform issues, new computer systems (just got on top of MMM and now I have to learn MILIS), getting to know the equipment and getting to know my work colleagues.

The latter was a bit of a shocker for me, nearly all of the members that I had got to know in my first couple of months proceeded to their new units in the January posting cycle. I had to start all over again at the end of January (refer back to earlier MMM and MILIS conundrum). As a member of vehicle platoon I have seen my fair share of Platoon Commanders. The RAEME LT is a talented chap and can turn his hand to almost any task, as can be witnessed by the amount of appointment changes and fill in jobs performed by our illustrious leaders. You coped well with all the turmoil, so hats off to LTs Matt Wood, Glenn Ellis and Andrew Moore.

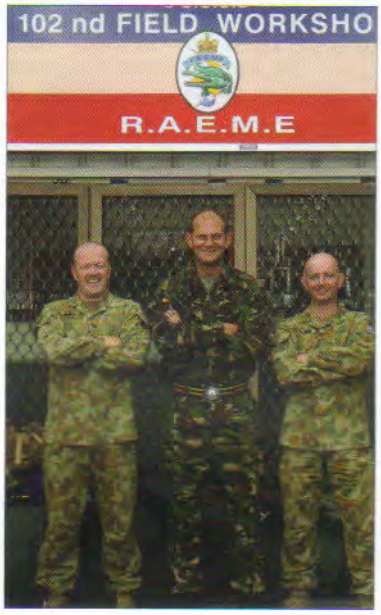
One of the first events witnessed by yours truly was the Saint Eligius celebrations. This was hosted by 3 CSR and all RAEME members in station were invited to attend. Each event was attacked with great verve and enthusiasm with all contestants committing whole heartedly. To say a little healthy competition existed between the workshops is perhaps a little understated, which was particularly evident in the Billy cart Race. This presented an incredible spectacle of great efforts and a slight amount of underhandedness by some of the combatants desperately trying to equalise the gulf in ability.

Many were disappointed to go home with nothing but a hangover and a thinner wallet from the days events. 3 CSSB WKSP members were not so downhearted, after all the points were added; the overall winner's trophy was ours. Then came Christmas leave and everybody disappeared for what seemed like an age. I was just jealous as I had only accrued 5 days leave, so was last out in December and first back in January along with CPL Kev Moran another resident Lateral Transferee in Vehicle Platoon. We sat lonely as Townsville clouds waiting for our comrades to return from their well deserved breaks.

General Engineering Platoon

By CFN Daniel Rocca, GE Pl

It's been a long six months in 3CSSB GE Pl started the year by helping 1 RAR with a large workload of weapon repairs. This was due to 1 RAR being kept busy with a high deployment tempo. Added to this, 3 CSSB's main armoury returned all F88 steyrs to JLU and we were given F88SA1's to complete the upgrade.



This year GE Pl gained two new fitters and a welder; some were fortunate to be deployed within a month of arrival. CFN Perry deployed on RCB at the start of June and from all accounts had a thoroughly good time. GE members LCPL Mclean and CFN Murray deployed to Afghanistan to kit out the Bushmasters with equipment upgrades.

For the remaining members of GE Pl there were plenty of bush trips to be enjoyed. In mid July members of 3CSSB's CSST deployed on exercise to High Range to support the 1RAR MRE. They also went on exercise Talisman Sabre to Shoalwater bay where they worked closely with the American Expeditionary Unit. This was soon followed up by a trip to High range for the Combined Arms Training Activity. All in all it has been a busy year for GE and the new march-ins.

Recovery Platoon

By CFN Leigh, Recovery Pl

It's been on and off over the last few months with the sections manning being the highest over the last couple of years. The busy periods included recovery teams sent to Talisman Sabre, East Timor, Afghanistan, and PNG. As well, there have also been AACAP rotations and also a steady flow of jobs for those mere mortals left behind.

The three members that rotated though the AACAP rotation were Craftsmen Mills, Fitzy (AKA Funky Gibbon) and Wilko (AKA Tackleberry) they all maintained a steady tempo and some of there tasks included: Dragging old car bodies down the fishing hole track, spinning spanners with the greasers and the occasional bogging. One such task included the HRV as it had to be skull dragged by a flat bed Mack. This was due to an ill informed navigational correction on the only corrugated track into Mapoon. Finally it was all over with a mass exodus to Sydney in convoy.

Our Fearless Leader the Right an Honourable Sir Venables spends

day and night scouring though the training program, and making the appropriate changes that enable him to make a seamless transition from mild manured mentor, to a camouflaged white Tiger Woods. Somehow manages to keep abreast of things. He is off to Ops at the end of the year. One small walk for man, one giant drive for golf buggy. Matty will supply route cards so he makes it there without getting too lost.

Wardog Woody who is one of the more experienced members of this elite team is about to leave on posting to Perth at the end of the year, his experience, even temperament and coffee addiction will be missed. CFN Schrieber (AKA Scribbles) is being posted to 3 CER, where he will soar like an Eagle. Or perhaps squawk like a Seagull. CFN Mills is being posted to School of Armour where he will fit in with all the other Tanks. This place will be less entertaining in his absence. However in spite of our losses the boys over in East Timor and Afghanistan should be back on deck in the new- year, after some well deserved leave.

Finally it appears that the day to day Vehicle Maintaince and Recovery tasks seem to take up all the free time as the clock ticks down to the ever looming wet season, where the elusive recovery mechanic can return to the mud- wallow from whence he came.

3CSSB – Talisman Sabre 09

By LCPL Hird, EIR

You may be aware that a large contingent of 3rd Combat Service Support Battalion, 102nd Field Workshop Company has been deployed overseas to the MEAO, East Timor and Malaysia. Therefore the remaining members are automatically selected to join the enjoyable and satisfying CSST. The CSST is an important element that has been included in Exercise Talisman Sabre to support the invading ground forces.

We boarded H.M.A.S Tobruk early on 13th July 09, like those bloody cattle in the recent movie Australia. We departed later that afternoon for the twenty hour voyage to Shoalwater Bay and had CFN Michael "Mandy" Crewther turning green as the Incredible Hulk from the humungous swell around Maggie Island.

On arriving at Shoalwater Bay we had inclement weather and tidal timings with boats breaking down that made our stay on the Tobruk longer than anticipated. To prevent boredom CFN Daniel "Jinxy" Jeynes partnered up with myself for cards and was proven that he was a bad omen. Maybe he should have the poker-face of CPL Paul "Purcho" Purchase, like a "surprised clown".

We set up our base just off shore with the Americans protecting us by setting themselves up around the perimeter. They were impressed with our vehicle setups and the way we rolled. Luckily they didn't hear the sounds of love songs that LT Paseut Souvannavong could have been singing to WO2 Barry "BJ" Williams; what happens in the HQ tent stays in the HQ tent.

Even the Americans made mistakes, refuelling a 35 KVA generator with unleaded petrol was definitely a stupid act. So we unleashed "the Gilly", CFN Christian Gilbert, who completely drained the generator and refuelled it with diesel. For his efforts the Americans gave us an abundant supply of food which filled up our fridges and GMVs to the max.



CFN Daniel Jeynes and CFN Michael Crewther.



LT Souvannavong and WO2 Barry Williams.

PTE Graham "Mr. Anderson" Anderson was the only smoker in our small group and become very popular with the yanks. He obtained numerous items such as a camel back, knives, American cams and was last seen on the U.S.S. Endeavour.

To pass the time we listened to tunes and played CFN Stephen Dyer's Yahtzee. Bragging like a school child and insisting that boffins weren't computer games minded was proven incorrect by yours truly with a massive score of 617. Stephen had a typical greaser sook by removing the batteries to delete the score.

Overall, looking back on the trip it was good experience for all members. There were times on the trip where we had to remain flexible, responsive and professional with factors beyond our control, but when required as usual, the workshop combined and completed tasks with ease.

106 Field Workshop

On 28 May 2009, the 106 Field Workshop deployed on three back to back exercises; EX BATTALION READY, EX DIAMOND DOLLAR and EX TALISMAN SABRE. From the onset ANTEATER SNOUT was deemed to be our notional mascot for our time away. Whilst the lead up and preparation to the exercise period was at times hectic, MR Matt Burke was determined to make sure that the lovable 'Green Skin' storeman got out of his hair for a few weeks even if this meant helping to tie down loads on the RPS truck within minutes of knock off.





EX BATTALION READY was essentially a lead up to EX DIAMOND DOLLAR with majority of the time spent preparing the Battalion defensive position. The GE boys built the TCP to such a high standard, that other defensive positions within the Battalion had to be modified to replicate it. The lads on the floor performed 13 bushmaster services refining their power pack lifting skills to a fine art.

Life was pretty good when GE/EES established three re-deployable showers with an ingenious hot water system which was greatly appreciated by all elements in the field. One morning the two 60 KVA generators had a domestic which brought us to the front of the 2009 heater scandal. After an intense and thorough search the spanners worked out that the Battalion had to dedicate two entire 16 KVA generators just to power the heaters in the field.

Some highs and lows during our time away included CFN Mitchell





Lund being one of a few from the workshop to actually fire a blank round during the exercises. It was obvious that word got around about the workshops 'Man traps' and 'Snatch teams' prepositioned which seemed to keep any likely enemy contacts to a minimum. The overall winner for all round most accident prone person for the entire exercise period was CFN Shaun Martin. CFN Rob Thomas provided much morale, by performing various break-dance moves with his favourite being the dead fish and CFN Leon Westra's memorable un-RAEME like behaviour, forgetting his brew mug for all field trips.

Another highlight was when LCPL Steve Smart and LCPL Chris Eslick were both fortunate enough to have birthdays in the field. These were celebrated in 'true RAEME style' although you might need to ask those involved for the story. It was an event that was etched into our psyche, scarring many on lookers.





106 Field Workshop maintained a great level of morale and proved to the Brigade that they had the capabilities to provide necessary support to the Battalion. The workshops have come a long way in a short period and learnt many valuable lessons for future deployments.

Arte El Marte.

13 CSSB 113 Workshop Company

By CFN Tommi Aho – VM

RAEME is a busy little place which consists of 9 ARA and over 60 reservists. It is the focal point for repairs and servicing of various materiel such as vehicles, weapons, workshop and electrical equipment, etc for all Army Reserve units within the Perth Metropolitan area. The RAEME lads also send FRTs to the outlying depots at Geraldton, Kalgoorlie, Albany, Katanning and Bunbury. There are regular production and deployment weekends also held for those who don't mind getting their hands dirty. There are also regular courses and functions held throughout the year that suit both full time and part time members.

Soldier's Dinner

The soldier's dinner held on Saturday 12th of September was a great success, this gave the opportunity for those ranked corporal and below to socialise with each other in a relaxed atmosphere whilst they were being waited upon by those ranked Sergeant and above. It also allowed the lower ranked soldiers to Mingle with the CO and RSM.



113 RAEME Lads SGT Mess Regy Dinner March 09.

Deployment Weekends

As part of training within 13CSSB there are a number of deployment weekends, and each time it will be at a different venue. The deployment weekend held on Friday 18th September to Sunday 20th September was held at Bindoon. It involved setting up a harbour which involved Medics, Vehicle Mechanics, EIR, GE, Recovery, RPS, and Transport.

The weekend involved lessons on Field Defence and clearing patrols by SGT Jung and Ratel lessons by CPL Howman (Some needed that more than others). There was also a scenario of a vehicle accident where transport needed to call in medical and recovery support (CPL Hunter). This was a good opportunity to practise some rusty skills while other platoons did production in the field. The EIR team of SGT Wharton, SGT Smithers and CFN Dalin also powered up the grid (and our goffa fridges) whilst WO2 Sills Ohlsen also had to swing spanners and fix up the comms gear (without air con).



113 Spanners at Bindoon 20 Sep 09.

Certainly one of the more spiritual moments of the weekend involved a certain officer who was on CP duty having difficulties deciphering a network diagram. He confused Health Coy Resus element for Jesus. (Your shout at the next Spanner club Mr Conlon).

Recruiting Plug (from Stino)

For all those guys bailing out and heading west to ride the boom don't forget to transfer to the Standby or Active Army Reserve or even just become a member of the WA RAEME Association so we can all catch up for a beer at one of the functions throughout the year. Details on 13 CSSB can be found on the intranet site: http://intranet.defence.gov.au/armyweb/Sites/13CSSB/comweb.asp?page=197130 and the RAEME Association internet website is http://www.raeme.org.au/WA/

Maintenance Advisory Service update

By MAJ D. M. Goldsworthy A/CO MAS

One of 'Lerman's Laws of Technology' states that, "Any technical problem can be overcome given enough time and money". The reality for us is that we (the Army) are seldom, if ever, given enough time or money to identify and address all our technical problems in one hit. Enter the Maintenance Advisory Service (MAS), which needs no introduction...or does it? If I took a straw poll of 'What is the role of the MAS'? I would get a number of differing answers and rarely would I get the correct one.

The MAS role is to 'advise unit commanders and materiel managers on the readiness of critical equipment list items and report on equipment maintenance and administration'. In that, we carry out an audit on unit maintenance and maintenance systems to determine their effectiveness and compliance with the Technical Regulatory Framework and inspect a sample of unit critical equipment. Over the past 24 months the MAS has evolved considerably with the aim to 'add value' to the unit maintenance plan where possible!!

I know that a number of recent postings to the MAS have been viewed as a punishment posting. Not so, and a posting to the MAS should be taken as an opportunity and not a threat.

For those of you that are quite vocal on all the issues with an MAS review, the only place to change that perception is from inside the organization and whilst the way the MAS does business has changed significantly over the years, its role in identifying problem areas in a unit's Technical Integrity Management System (TIMS) remains the same.

The MAS visit report format has also evolved. The beginning of 2009 saw the roll out of the new 'Maintenance Assessment Tool' (MAT). The MAT could best be explained as a Reader's Digest version of the previous visit report format, formalised into an audit report style. Gone are the days of the 100+ page report from which a unit would then have to extract an action plan/matrix. What units now receive is an immediate five page audit summary with attached TRF and trade matrixes, covering the areas that need to be addressed – simple.

The MAT splits into a Trade based and a TRF audit, each assessed on different criteria. All the information is collated and then formatted into the final report. A significant leap forward is that the MAT will also produce a task matrix and action plan for unit commanders.

From an MAS point of view the MAT ensures consistency across the 3 teams and ensures the audit findings are with unit commanders immediately the audit ends, allowing commanders to identify problems and unit strengths and weaknesses. More importantly it allows supporting agencies such as JLU and CSSB to be commented on within the report, providing documented feedback for continuous improvement.

Additionally this assessment tool is the genesis for brigade, formations and functional command End of Year Reports. These report gives the Commanders a 'snap shot in time' of their unit TRF compliance and equipment readiness, highlighting the strengths and weaknesses (if any). This will allow problem areas to be identified and corrective action implemented, by the Brigade/Command TRF Cell.



LTCOL Buldo on an MAS recce?

During 2009 the MAS carried out reviews of Op ANODE and Op ASTUTE.

On ANODE the manning arrangements have created a number of challenges. The RAEME tradesmen are performing very well but with some concerns over operator maintenance, resulting in a large number of B Vehicles and other equipment being unavailable for use. This had created a backlog for the RAEME 'tradies', reducing the commander's equipment availability. Coupled with this, the size of the deployed force created some unique challenges for the TRF positions with the role of SMM being carried out by the S4 Logistics and the SNCO Workshop commander carrying out the majority of TIS related duties.

They both continue to produce excellent results, rising to the challenges presented to them.

The tempo lifted slightly when the MAS arrived in East Timor. It was evident that the review would be busy as we needed to complete a two week audit in seven days. Contributing to this was the fact that travel to some of the locations was via 'road'. Workshop personnel were generally receptive to the audit requirement which ensured the review went smoothly.

he ASM ran a tight ship and was proactive in correcting the limited number of issues identified by the MAS. For the out-lying FOB, the equipment standard varied and was influenced by operator maintenance.

The BG Workshop and Q-Store acts as the JTF Workshop and Q-Store, servicing both the TLAG and JTF HQ equipment and Q requirements.

This relationship and the requirements under the TRF is clearly understood.

Historically, when deployed, the MAS fulfil the role of an FRT with repairs being conducted on equipment after inspections have been completed. However, for both OP ANODE and ASTUTE, the reduced time frame in theatre meant we were only able to conduct a review without the FRT assistance being provided. That said, we would have struggled to make any significant impact on the availability state due to parts availability and rotation of equipment between the AO and Australia.

On completion of the audit, the MAS left theatre with a number of recommendations to improve the standard of materiel maintenance. One thing we took away with us was the confusion over the technical integrity of land materiel when it is applied to the Joint maintenance space. This highlights the importance of all joint personnel having an understanding of the maintenance and materiel management processes employed by Army (i.e for land materiel). It amplifies the requirement to understand the TRAMM-L, which applies to all three services.

That leads effortlessly into mentioning the TRAMM-L. This is a quantum leap forward in technical management procedures and will add significant benefit to the way we do business.

During 2010, we will be assisting units with the roll-out and implementation of the TRAMM-L. Implementation time lines are already available on the DTR-A web page and the MAS Secretariat will be producing some guidelines and recommendations for transposing MMPs before the end of the this year. During this transition period the responsibility for AMO accreditation audits and recommendations will be transferred from the MAAR to the MAS.

Now for a shameless recruiting drive - we are interested in hearing from any CPL – WO1 fitter armourers (ex-ARA, ARes or Serving) who would like to assist any of the MAS Teams with their weapon inspections next year. We have teams in Darwin, Townsville and Sydney so plenty of opportunity to travel. For those still serving, make sure you use the chain of command before you volunteer.



"OK, Who moved the steering wheel?" – WO1 Brian Bosworth, MAS-D.

WKSP SOTG X

By MAJ D. M. Goldsworthy A/CO MAS
Edited by the ASM (because let's face it, everyone knows they're incapable of letting go!)

Greetings fellow MAFIA members. The following personnel made up the SOTG X WKSP.

WO1 B (ASM)
SGT N (GE Comd)
SGT H (Admin)
CPL D (GE)
CPL P (VEH)
CPL R (RPS)
CPL S (EIR)
LCPL P (VEH)
CFN C (VEH)
CFN D (VEH)
CFN H (GE)
CFN L (VEH)
CFN P1 (ELEC) } Sort of like Bananas ... only hairier
CFN P2 (VEH) } and definitely not child friendly!
CFN R (VEH)
CFN T (VEH)
PTE O (RPS)
Guest appearance from our OC CSST CAPT F (RAEME Brethren)

The above names have been modified to protect their identity ... a very important aspect of security over here apparently (as if the beards, long hair and dark glasses aren't enough to hide all sorts of identity issues!)

But back to the story ... On a particular day in June 2009, the SOTG WKSP left from it's various unit constituencies in Australia (SOLS, 2CDO, SASR, 1st ARMD, IRR, 9FSB, and even a Choc from 8 CSSB), arriving in Afghanistan on another particular day, a few days after the particular day that they left ... confused...? Good, that's how we like to roll.

Our arrival in Afghanistan was followed by an obligatory RSO&I serial and several days of HOTO briefs etc, but after that we shed our shackles and the work began in earnest ... and Earnest didn't even seem to mind ... that's Afghanistan for you though ... you get used to that after a while...!

GE Section (The Dream Factory)

Led by the courageous SGT N, the men from GE started their trip with the manufacture of at least one example of every type of bracket known to man ... normally referred to as a five minute bracket ... these items are called on to hold all sorts of things from 84mm Carl Gustavs to sheets of Jankel composite Modular Armour Plate ... not wanting to unnecessarily perpetuate the myth, but it is fairly common knowledge that we hold at least one item of every conceivable thing available on Army's inventory for Justin (just in case).

After a month and a half of brackets, mods, and hot and cold swinging doors, the normal work began. Like every well oiled machine, each man within "The Dream Factory" had a speciality; SGT H was renowned for modding Rhino mounts for NVG (batwing and antler parts), CPL D, being a civi F&T back at home in Newcastle, did the majority of the machining (some of his creations would astound you), CFN H, with his 'Rod Burner' background, was our resident big job manufacturer and SGT N spent most of his time moonlighting as our version of Channel Seven's 'Eye in the Sky' ... long story!

Overall though, GE has managed to live up to their name, producing everything that has been asked of them ... and then some.

VEH Section (SF Ultra Tune)

CPL P was stabbed to be in charge of this motley crew of misfits. The Vehicle boy's equipment list included civi Hiluxes (don't picture a Hilux back in AUS; picture one at the wrecker's that still drives ... barely!), SRV, LRPV, 4x4 ATV, 6x6 ATV, Bushmasters, Mogs, 110s, and forklifts.

As illustrated by this extensive list (some may have been omitted for security reasons) the burden was heavy on the greasers. However, being the resourceful individuals that epitomise the RAEME crafty, they also managed to complete some extra curricular projects ... These included (but were not restricted to) the modification of one of the WKSP 6x6 ATVs (now more closely resembles a prop directly out of Mad Max) to constructing a deck at the end of the CSST accommodation block.

The accumulation of these projects just going to prove that greasers are not just servicing monkeys but quite accomplished welders and chippies to boot!

EIR Section (M&J Electronics)

The Boffin (CPL S – yes there was only one – just goes to prove that they are capable of singular existence after all) within the WKSP was allowed to do things that he can only dream about doing back home in AUS ... he was allowed to fix things! He also managed to increase his chippy skills by constructing his own office, and despite how selfless this may have appeared on the surface, it did give him somewhere to hide when it got to hot, cold, busy, flex, hard or anything else that puts a precious Boffin out of his comfort zone.

CFN P1, on the other hand, was the area Elecy (yes again ...only one), so his work was well and truly cut out for him. His duties included (but again were never restricted to), management of the entire camp power grid, consisting of four 500kVA Caterpillar generators, a plethora of other smaller backup generators, all hooked

up by some of the dodgiest wiring known to man. On top of this, he was also required to maintain the Caterer's fridges, every other fridge in the camp and the entire camp's air-con fleet (there are more air-cons here than weapons ... and considering this is SF, that's saying something!).

Thankfully though, there are two Pakistani electricians (who have been here, in some sort of capacity, since 2004) that assisted him in all his tasks; reducing his overall workload from ludicrously impossible to just impossible.

RPS Section (TK Repco)

If the Ace is the head and Veh, GE and EIR sections represent the arms and legs of a WKSP then the RPS would have to be the back bone. Without these guys any WKSP would stop! CPL R and PTE O took a S*$T Fight, turned it into a Cluster F and by the end of the trip had cleaned it up to resemble a respectable RPS.

Their attitude to the tradies (who will always want everything now, without an NSN or any paperwork) was nothing short of commendable ... because if they had been anything less, people would have been shot.

And what of the ASM I hear you enquire...?

Well apart from flying a desk sporting three computers, a desk phone, a mobile phone, a pager (that only ever went off to tell him to change its battery) and producing the odd report and piquet list, the ASM was rumoured to have retired to his office and opened a Café (aptly named 'Slim Bean Café') in order to corner a niche market that demanded the finest coffee and biscuits available from this inhospitable corner of the globe.

His clientele consisted mostly of WKSP members but his humble establishment was known to have been graced by every J4/S4 in the game ... and just about every other blow in that happened to find themselves inside our camp confines...!

In conclusion, it should be every tradesman's goal to be posted to a SOCOMD unit at least once during their career in order to have the chance to experience an SOTG rotation, or something similar. SOCOMD is one of the few places in Defence where you are not only expected to do your job but you are also allowed to do it as well; and get real appreciation for doing it.

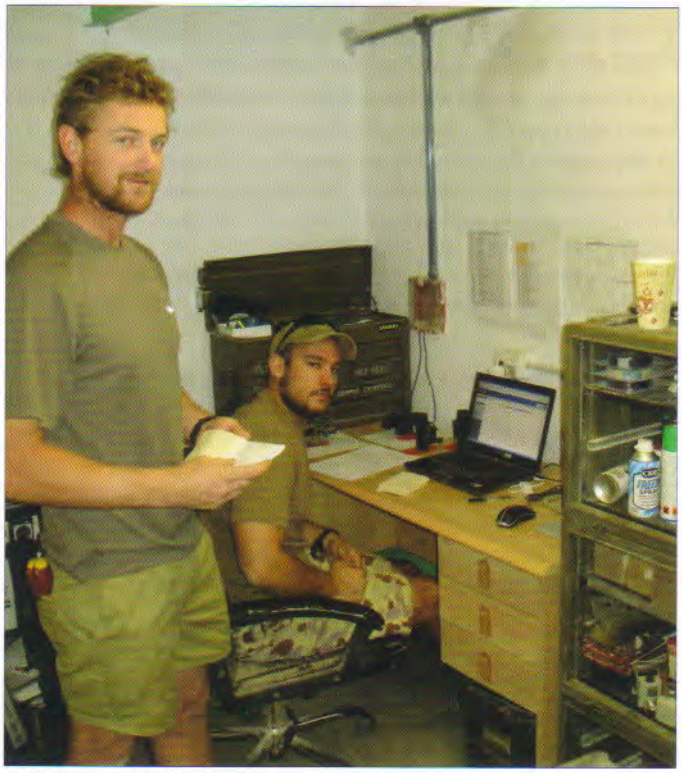
The work is real, it matters and there is a tangible return at the end of each day. This author has been on many a deployment, but, this one stands so much higher than the rest. Come, those brave but few and join the ranks of SOCOMD; where job satisfaction is a way of life.

Arte Et Marte

Or for those old enough to remember ... 'Twist left to open'.



TST Group Shot.



Boff & Elecy hard at work.

MRTF 2

By CFN David Powell

Well the juggernaut that is MRTF 2 continues to roll on at a very hectic pace. We are well into the 4th month of our deployment and the workshop has processed in excess of 3000 jobs to this point in time with many more filtering in through the pipeline. Things in Camp Holland never seem to remain the same for long and our environment is constantly changing. Since we have been here we have experienced fuel shortages, which resulted in power outages (no A/C) as well as water shortages. The temperatures have dropped down from the mid to high forties to the low thirties and even dipping into the twenties on the odd occasion with the minimums getting down to the low teens which have seen the occasional jumper worn to PT.

Apart from our normal workshop duties the crafties of MRTF 2 have been called upon to carry out a multitude of additional tasking's to help support the battle groups operations. These include being drivers and crew commanders for the India call signs, PUC and detention handling of suspected Taliban and the provision of a security detail to look after and maintain a Dutch FOB during their RIP. As to be expected we have performed to an excellent standard and this must be the reason why these additional tasking's keep coming our way.

Our tradition of favours and expertise for others continues to build momentum during our rotation. We are not only providing our services to Australian forces but we seem to be the fixit men for the Dutch , Americans , Local and International contractors and just about anyone else that seems to be able to find the almighty workshop in this dust bowl. Although these favours are paying off with softies, near beers, chocolates and other delectables coming our way, if only we could get some real beers then we would be in heaven.

The 9 members of the workshop accommodated in B Hut 1 are striving to ensure that this accommodation is one of the best on base and one that makes all of our fellow Hollandites jealous. To this stage we have added a rear deck / entertainment area decked out with all of the best equipment we could either find, locate, acquire or borrow. An indoor activities centre with room has been installed for any group meetings and is complete with fridge , kettle , bread maker and any other mod cons they can be sent through the mail system. Future direction under the chief foreman "schuey" and head builder "bros" is to build in the rear deck to keep us cosy , an outdoor fireplace and the highlight of the area will be the proposed saloon doors. Updates on this engineering marvel will be in the next edition with hopefully some photos of the completed building.

Members of the workshop have also had the opportunity to participate in many opportunities that they could never envisage back home. These include familiarisation shoots of a multitude of weapon systems including 25mm, AK 47 , sniper rifle , 84mm , 66mm, 50 cal as well as many other weapons and is an experience most of us will never get to experience again.

Well we have now entered into a well deserved ROCL and ROCTFA cycle which runs from Early Sept until late Dec which will ensure that most people will be able to get the break from TK that they need to refresh and allow them to complete the rest of the deployment. The 2010 posting cycle has also influenced the face of the workshop with at least 10 members posted and leaving this lovely place in Dec. This in turn is giving more crafties the opportunity to deploy to Afghanistan; however, I think that the weather they will face when they get here will keep their excitement in check.



TST Group Shot.

Well that is about it for the happenings and adventures for the crafties deployed to Afghanistan with MRTF 2. I am sure that the next instalment will have updates on ROCL/ROCTFA adventures, new faces as well as the happenings within the workshops.

The following workshop members are deployed with MRTF 2

HQ: WO2 MAGGENTI (ASM); SGT BURDIN (BREW BOY).

ELEC SGT NIXON CPL SANDERSON LCPL SCHUBERT CFN POWELL.

BOFFINS SGT HILL, CPL GILLIES, CPL RANN, CFN HAVERFIELD, CFN BROSNAN, CFN RECK, GE CFN FENTON, CFN KING, CFN LAWRENCE, CFN FREUND.

VEHICLE: WO2 IRVING, SGT MILES (SKIP), SGT WATERS, CPL RHODES, CPL SWEENEY, CPL PORTER, CPL COUGHLIN, CPL McBURNIE, CPL PAYNE, CPL STIRZAKER, CPL STYLES, LCPL LAMBOURN, LCPL LILL, LCPL ROSMAN, CFN ARDILL, CFN BUTLER, CFN CRACKNELL, CFN DORRIES, SGT COLLINS, CFN WHEELER, SGT GARNHAM, CFN FITZGERALD, CFN CARROLL, CFN HOWARD.

RECOVERY (TRUCKIES WITH A WINCH) SGT ROBERTS, LCPL DE LA MARE, CFN PARRY, CFN JACKSON.

107 WKSP Coy 2009

2009 has been another busy year for 9CSSB 107 Workshop Coy. 9 Brigade has been providing support to ADF Operations, which has allowed some of the workshop members to get out of here and enjoy serving on a full time basis. We currently have two members, CPL Heard and CFN Davidson, away with OP Resolute and they are really enjoying the challenge.

107 Workshop Company has an ARA manning of eight. On the ARES side of the house, we have 45 members. Most are regular paraders who come in when work and home allow them the time. Young CFN Aaron 'Undies' Colvin has resisted the push to go ARA and his ARTAP apprenticeship kicks off in September.

The workshop has received two Corp transferees, CPL Turner and TPR Phillis from 3/9 SAMR. Strangely they chose Recovery Mechanic as the trade to transfer into. Weirdos.

There has been an influx of recently separated ARA tradies turning up at the door. Although it is disappointing to see the number of young CFN getting out, it is a welcome sight to ARES units, as they bring with them experiences and qualifications which are extremely difficult for ARES members to gain. We welcomed CFN Rob Gunn, Brenton Oldsen, Phil King, Cameron Hatcher and Drew Cawood into the workshop this year.

9 Bde annual EX, CATA 09 was a huge success for the Workshop Coy. Not only did we achieve all tasks with minimum fuss (and reap the praise of the Brigade Commander), but we also managed to qualify seven of our CFN in the RAEME Induction course whilst out field. A huge pat on the back needs to go to SGT Phil Birkett for his efforts to get this course happening.

Coy HQ welcomed in a new OC. MAJ Robert Butler has come in to steer the ship as it sailed without top cover for most of last year. WO2 Russ Haycock was posted in to the vacant EMEWO position from ASEME and has taken on the duties of ASM while WO1 Wayne Birch is undertaking the duties of 2IC.

SGT Harlan Marks controls the production throughput of the workshop but only when he is not running the Sergeants mess accounts. SGT Marcellin Chee covertly runs the Coy from the OPS SGT position, but we are on to him. He is no longer allowed to sit in a towel all day, just til lunch.

Veh Pl is pretty light on numbers. LCPL James Boulton is the most regular parader and he completed his Sub 2 CPL this year. CPL Craig Smith has also paraded regularly this year, and despite the fact he is a nurse, has shown he is occasionally willing to get his hands greasy. The Pl is run on a short lead by SGT Mark Warde, assisted by CPL Paul Vonow. Due to their diligence, the under-manned Pl manages, somehow, to continue to produce work.

GE Pl is our best manned Pl. It has a good balance of youth and experience. This, coupled with the willingness to work, has allowed GE to consistently produce work and provide support to Brigade tasks. CPL Adam Ireson and LCPL Dan DeLeur run the show during the day, with great support from willing ARES paraders like CFN Gary Meinhardt. Dan attended a Military Self Defence course. He performed really well, as the dwarf for the dwarf throwing competition they have on that course.

Recovery Pl is well manned and well lead by SGT Ray 'Barra' Schmidtke. His passion for the job is inspiring for his people and they respond well to the demands of training this trade requires. WO2 Doug Pammenter has chipped in when he can to help out with planning some training for Recovery Pl.

EIR Pl has been without an ARA member for six months which has been difficult for continuity between parade nights. CFN Gunn has been a full time ARES parader this year which has helped out this Pl greatly. His work ethic is good and he has produced a lot of high quality work from this Pl this year.

It has been a good year, with parade numbers up and people genuinely enjoying parading. We are looking forward to 7RAR and 1 CSST moving down here in the near future, opening up some posting options for members who wish to get posted to Adelaide.

RAMS Adventure TRG – Ex: Snowdrift

By CAPT McNamara & CAPT O'Connor

The week before we left for our Alpine adventure training we were told we would need to use 'poo' bags for the duration of the exercise. I knew then this would be the closest I would get to being in the SAS.

We assembled at Oakey and embarked on our trip in 4 Landcruisers, a High Ace and the fast car. It was the start of an epic adventure – RAMS was set to tackle Mt Kosciuszko (as all you fine readers are aware, the highest bump in this fine country), but not on foot. Pshaw, feet are for....the infantry! No, RAMS would use – skis. Yes, RAMS adventure training for the year would be to cross country ski from Perisher to the top of Mt Kosciuszko; roughly eighteen kilometres one way. What could be more fun? But for a fun quiz, of the 19 people going, who has skied before? 3? Right ...

Starting out from Oakey and hitting such fine stops as Boggabilla, Gurley, Yarragrin, Dubbo (where we stayed overnight – many thanks to 2/19 RNSWR for the use of their facilities), Montefiores, Bakers Swamp and Boorowa we ended up in sunny Canberra. Here we took on all of the essentials for cross country skiing, including some fine looking skis, some fashion conscious Gortex and some nifty looking tents.

Come the next day, the oval at HMAS Harman looked like a refugee camp as we set up all our gear to check it worked; just a note for those using the adventure training tents from RMC, the poles make up three 'ribs' and no 'spine'. No matter what you do, the tent will not go up any other way.

Finally we left Canberra and arrived in Jindabyne. Lovely little town, with the emphasis on little. But lots of ski shops for some reason. Settling into the accommodation thoughtfully provided by WO2 Heaney (at The Station), we geared up, briefed up, fed up (I mean, ate), and hit the slopes for our first ski lesson. Now, for those readers who haven't seen snow, it gets cold up in those hills – as cold as a cold thing in fact.

Our first day of training was in the worst weather conditions the UATLs had ever encountered. The sleet, or little blocks of wet ice, were propelled at approximately 75 km/h and when they hit your face they cut like little razors. When we broke for lunch we discovered that a number of Gore-tex jackets had leaked like sieves and we were saturated underneath.

With more training to be accomplished after lunch we pushed on and the UATLs Blue Phillips, WO2 Dave Carter and CPL Jeff Cohen did their best to scream instructions to us over the sound of the wind and sleet. Only the first two or three people could hear the instructions and everyone would then have to pass them down the line.

The manager at the Perisher resort said that it was the worst weather he had seen in 20 years. That afternoon we sustained our first injury on the way back to the vehicles. At the end of the day the UATLs were impressed with our tenacity to endure the situation without complaint.



That night we treated the Gore-tex outfits to improve their water resistance. On the second day of training we improved on our skiing skills in the cross country training area, some more than others. On this day, there were a number of injuries sustained to ankles and knees. Some participants bravely decided to push through the pain and participate in the 3 day adventure training activity while others chose a more cautious approach of dropping out.

Day three. The big day. The launch day. Never since 6 June 1944 had there been such anticipation in the air. 16 fit, strong skiers launched at nine, seeking to reach Seamens Hut, located at the base of the mountain. The 3 day trek to the summit of Mt Kosciusko had a couple of false starts.

The lead section made good progress with the 25–35 kg packs on their backs when the order came forward to halt. A binding had broken on one of the skis from the rear section and the car keys were required to get another one to replace it. A member of the middle section dressed in a New Zealand camouflage Gore-tex outfit then had second thoughts on whether he could complete the activity and decided to pull out. We redistributed gear and continued our way up the mountain, establishing our camp before dark.

Throughout the day, Blue kept telling us tales about the Weather God and the Mountain God and how we should not say anything to upset either of them. Unfortunately, someone must have said something because the wind picked up to gale force (63–75km/h) and a blizzard was forecast within 24 hours.

The decision was made that night to end the activity early, this meant that we would not reach the summit and everyone was disappointed. However, as Blue stated "people die in blizzards" we really didn't have much choice. Camping and cooking in the snow was like living in a freezer but the Thermarests and down sleeping bags made life comfortable.

With the dawn came a special sight, LTCOL Hadzi parading up and down the tent line wearing the latest in Arctic camouflage skins. Whilst apparently quite warm, all 14 other people could quite clearly see him, suggesting the camouflage was not quite as useful as first thought. It did provide incentives to break camp and get back to the vehicles.

he wind steadily increased and it began to hail. The hail was brought in horizontally by the strong wind and it stung when it struck your face, but at least it was dry. The overnight rain we received had turned the snow into ice and made the going very slippery. With the wind gusting to 140km/h staying vertical was a real challenge.

We stopped for Lunch but after 5 minutes everyone was keen to keep going to maintain warmth. That afternoon we finally made it back safe and sound. On the drive back to Jindabyne, the fatigue began to set in. Luckily the CO had the foresight to schedule in 2 days of rest after the activity so people could recover before the long drive back to Oakey.

We took this time to go for a short stroll around Lake Jindabyne (being very careful not to go near the water for two reasons; it was cold and apparently guardia isn't good for you) and then hit the slopes for downhill skiing and snowboarding – taking advantage of the recently dumped snow. This was OCDT Gidley's chance to shine, but CPL Kerr was the real secret weapon, carving up the slopes and being fully hectic.

Finally, the trip was over. Did RAMS accomplish the specific goal of conquering Mt Kosciuszko? No. But we certainly thrived on the challenges and had a very good time. As with all good adventure training, people were stretched and in this case we were able to step up and meet all the challenges, as well as have some gnarly fun. WO2 Mick Heaney is to be congratulated for organising the activity.

I would also like to thank the CO for tasking him to do it and the UATLs (Blue Phillips, WO2 Dave Carter and CPL Jeff Cohen) for instructing us. The activity was challenging and I was in plenty of pain at the end but I am really glad that I went, because now I can Ski.





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