



RAEME

CRAFTSMAN

The Corps of Royal Australian Electrical and Mechanical Engineers

Issue No. 62 August 2010



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RAEME CRAFTSMAN

The Corps of Royal Australian Electrical and Mechanical Engineers

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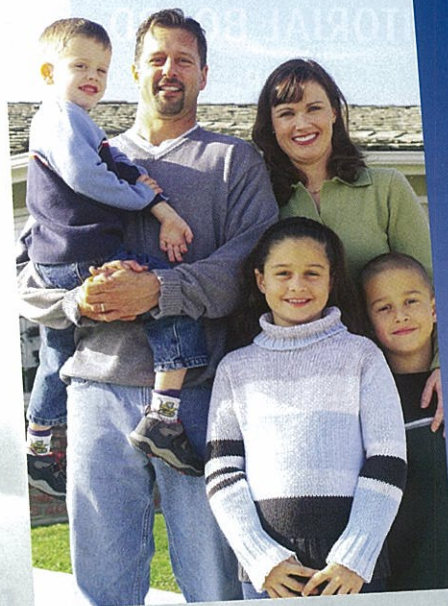


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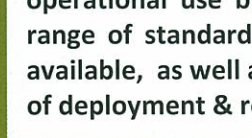
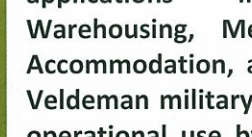
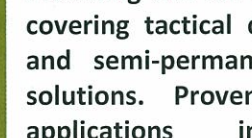
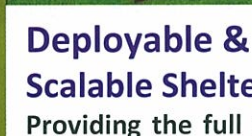
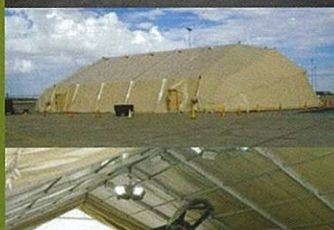
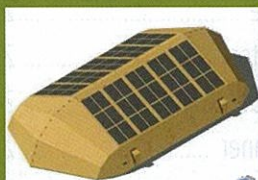
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Head of Corps Message

Brig David Creagh

Life continues at pace for all of you and to be frank I think the tempo we are all enjoying these days is the status quo. I continue to enjoy success in getting out and about in my capacity as your Head of Corps. My most recent visit was to Campbell Barracks, home of the Special Air Service Regiment.

I was pleased to see that the workshop team were in good form and almost all were wearing uniform - well sort of. I enjoy these opportunities to engage you in your workplaces and to get a 'direct feed' on the many issues that affect your ability to perform your very critical function of maintaining and supporting Army's materiel.

A number of you have shared with me a level of frustration with the perceived inability of some decision makers to respond in an agile fashion to equipment related lessons emerging out of the short learning loop (in particular out of current operations). This is a challenging area for us as a Corps as we are typically 'wired to innovate, and to achieve a solution' but not at the expense of technical integrity and safety.

None of us would disagree from any coalface view that processes for both acquisition and modification of equipment need to be agile and operationally focussed. To that end Army Headquarters is working hard to streamline staff processes for Operationally Urgent Requirements, acceptance into service, and management of equipment groundings and restrictions.

The challenge in this is ensuring that we strike the right balance between acceptance of technical risk and operational risk. DTR-A is contributing to this debate and I have asked him to develop a discussion paper on this for presentation to the Corps conference and I would encourage you to contribute to this important discussion.

In May of this year the Chief of Staff at Army Headquarters wrote to all Heads of Corps seeking input in the form of a Corps position on the wearing of regimental berets and accoutrements. After wide consultation I presented the Corps position (in principle support for the complete removal of the beret as an authorised form of headdress but as an interim measure and until such time as this decision is taken that RAEME personnel posted to units who possess

a regimental beret (for example RAAC, AAVN) may wear that beret with their Corps Cap badge).

Unit affiliation will still be recognised through the wearing of the unit colour patch on the puggaree and where applicable, the unit Velcro patch on DPCU. I know that for many of you that this is a highly emotive issue so once CA has made his decision I will ensure that you are notified.

As I indicated in the Corps newsletter earlier this year I was delighted with the very positive feedback we received on the conduct of the 2009 Corps Conference. In response to this feedback this year's program has been adjusted to incorporate your input.

The theme for this year's conference is Maintaining the Army of 2019. I can now confirm that Head Land Systems, MAJGEN Cavengah will deliver the keynote address and we have a number of senior personnel who will present over the two days including Brigadier Greg Bilton from Army Headquarters, Mr David McGahey from Joint Logistics Command and the Deputy Commander of 16 Aviation.

Updates will be provided on a number of the Adaptive Army sessions we covered in 2009 and both DOCM and SCMA will provide career management presentations. We will also receive some recent operations updates from the 'young Turks' and the HOC team have worked hard to try and strike the right balance between a busy and informative program but one that gives you all the opportunity to contribute. I am confident that the conference will be both informative and enjoyable and well worth the investment of the airfare too and from Albany.

Finally I want to thank you all for the manner in which you have hosted me during my HOC visits and for your honest discussions with me. Keep up the good work - I continue to receive very positive feedback on the work you are all doing whether it be on operations, in Army units, in the Non Army Groups or in our training schools.

I wish you all safe and happy soldiering

Arte et Marte



HOC BRIG Creagh congratulates and welcomes Matthew Chapman and Joshua Bowers to the Corps at the Corps Lanyard Pde.



BRIG Creagh points out some of the finer details of dress to the newest officer members of the Corps.



Deputy Head of Corps (DHOC) – Ground

LTCOL Todd Ashurst

The new decade is rapidly underway and the tempo of operations and training appears not to have abated. RAEME remains the second largest Corps in Army and the challenges for the future with numerous projects and equipment coming in the future are being analysed and planned for. The DHOC and Corps RSM visits for 2010 have already visited units in Adelaide, Darwin, Townsville, and Brisbane where information from the Corps was passed onto RAEME personnel and more importantly your feedback, concerns and issues were received. It was great to see the Corps spirit so strong and it is fantastic to see that RAEME craftsmen remain happy to speak so frankly about their issues. It is this ability to articulate cohesive arguments and issues that makes RAEME tradesman so professional, capable and talented.

Many RAEME personnel have just returned from operations and are now preparing for foundation war fighting individual and collective training in their units or brigade as part of EX HAMEL or are now ramping up for operations. A key issue raised by all units, but one highlighted in Darwin, was vacancies in Workshop personnel. Some units are struggling with excessive tradesman vacancies resulting in the remaining personnel working excessive hours and under considerable pressure. However, there is good news coming through the training pipeline that will over the next few years see the RAEME CFN vacancy rate fall to levels not seen since the early 1990s.

There is currently the largest quantity of RAEME ground based trades in training at the Army School of Electrical and Mechanical Engineering (ASEME) since the Army Apprentice School. Current statistics of RAEME ground trades in training with ASEME on initial trade training (ITT) or on-the-job training (OJT) are:

ECN	Title	ITT	OJT	Total in training (as at 15/6/10)	RAEME CFN Vacancies (as at 1/3/10)
146	Fitter Armourer	90	49	139	18
418	Tech Electrician	96	23	119	7
421	Tech Electronic	66	16	82	42
229	Veh Mechanic	180	94	274	18
TOTAL				614	85

Other RAEME ground trades in training with ASEME on initial employment training (ITT) or on-the-job experience (OJE) are:

ECN	Title	IET	OJE	Total in training	RAEME CFN Vacancies (as at 1/3/10)
226	Recovery Mechanic	5	9	14	10
TOTAL				14	10

After the completion of the last ECN 235 Metalsmith conversion course this ECN now exceeds asset versus liability and the next ECN 226 Basic Recovery Mechanic course in July will have a full panel of 12 personnel.

The abundance of craftsmen under-training is good news for the Corps and demonstrates that Army will soon be providing sufficient CFN ranked tradesman to meet Army's ground trade requirements. The challenges ahead remain in two areas that we are all responsible for: retention and recruitment.

Detailed in the SO2 Corps report is the complete list of RAEME vacancies by trade and rank. The figures demonstrate ASEME's training will solve the CFN problem, but the vacancies from LCPL to SGT can only be resolved by retaining our people. This culture of retention must start with the CFN to get them to serve beyond their initial period of service (IMPS). Our more experienced tradesman (LCPL-SGT) must also be persuaded to stay in the Army. This is the leadership challenge that OC's and ASM's are responsible for. You must keep our tradesmen interested, challenged, and motivated utilising your experience and expertise. This is an all-ranks responsibility in the Corps.

Recruitment will continue to be addressed by the Corps to ensure that we keep a steady flow of trainees coming into the system. Training systems have been modified at ASEME to accept a 'trickle flow' from recruiting which will assist in reaching goals and targets. In addition, the Corps has requested from DGPERS-Army a review of IMPS, so that it commences after ITT/OJT is completed. This would provide CFN with at least two postings in order to gain trade experience and the widest exposure to Army.

The Head of Corps Cell and I will continue to pursue the other matters raised during the recent visits including: toolboxes, overhead crane qualifications, Bushmaster maintenance qualifications being included into ITT at ASEME, technical mastery, projects Land 121 and Land 17, battlefield assessment and repair; just to name a few.

Updates will be provided through the RAEME Newsletters.

As a final point, the Head of Corps (HOC) Cell and I are happy to receive any feedback or questions on issues you may have facing your trade or the Corps.

Arte et Marte



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Deputy Head of Corps (Aero)

LTCOL Mick Millar

The support to the Aviation Capability from RAEME tradesmen continues to high tempo and challenging. A number of challenges continued to be faced admirably by members of the Corps involved with the introduction of ARH and MRH not the least of which is some of the high profile issues with the MRH engines. All of these challenges are being tackled in a systematic but positive way as RAEME has always done. RAEME Tradesmen continue to provide essential support to domestic aircraft operations as well as to the deployed elements in both East Timor and in the Middle East.

Implementing the recommendations from the Maintenance Support Review team, who examined the way in which maintenance support is provided to the Aviation Capability, is another important activity in the Aviation community with the work progressing well under the direction of the COLSPT HQ 16 Avn Bde COL Anthony (Hector) McWatters and the soon to be released PLAN PELICAN.¹

The aim of PLAN PELICAN is to build maintenance support to the aviation capability in order to support the Aviation Battlegroup on deployed operations by land, air or sea. Along with the LEAN activities, PLAN PELICAN will support the command and control split

occurring between HQ 16 Avn Bde and HQ FORCOMD. Exercise Hamel will see a number of these concepts tested with the warfighting context.

Like the ground trades the air trades have experienced a number of deficiencies with personnel number over the past years, however with 103 ECN 412 Avionic Technicians and 100 ECN 411 Aircraft Technicians in the training pipeline the pressure experienced by tradesmen within the units should ease as these trainees progress to tradesmen status.

The challenges faced by members of RAEME continue, however the positive way in which tradesmen work hard to make aircraft fly is continually producing positive results both at home and overseas enabling the successful conduct of aviation.

Arte et Marte.

¹The Pelican is a bird who is large and prominent within the air, it has impressive performance, it is at home within the land and maritime environments, and it is highly regarded and much loved by all.

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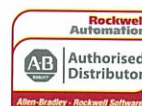
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S02 Corps Report

Scott Babington

The 2009 RAEME Corps Seminar was held at Bandiana on 15-16 Oct 2009 with the theme of "RAEME in the adaptive Army". The Seminar was very well supported with over 220 members of the Corps attending and contributing to the discussions. The Seminar featured COMD FORCOMD, MAJGEN D.L. Morrison, AM as the keynote speaker.

Some key areas that were discussed during the 2009 Corps Seminar are as follows:

- the need to develop a comprehensive Battle Damage Assessment and Repair capability for Land Materiel.
- the Combat Service Support Force Modernisation Review and the Army Aviation Maintenance Support Review.
- the problems associated with modifying land materiel including the competing perspectives of operational risk versus technical risk, where operational risk can outweigh the technical risk and is sometimes accepted by the operational commander.

The feedback provided from the participants of the 2009 Corps Seminar was very positive and has assisted with the development of a number of key initiatives. Thanks to all involved.

What will the Army look like in 2019 and how will RAEME be structured, equipped and manned to ensure we can provide maximum operational availability of equipment IOT enable the Commander to win the Land Battle? Over the next decade, Army will be introducing a number of major capabilities that will have a

significant impact on the Corps from both the ground and aviation perspectives. With this in mind, the theme of the 2010 RAEME Corps Conference is "Maintaining the Army of 2019". The keynote address will be delivered by MAJGEN G.D. Cavenagh, Head of Land Systems Division at DMO.

Some of the key presentations planned for the 2010 Corps Conference are as follows:

- Force development Overview,
- JP 2048 – Amphibious Deployment and Sustainment Capability,
- Land 400 – Combined Arms Fighting System (CAFS),
- Land 75 – Battlefield Command/Support and Battle Management System,
- JP 2072 – Battlespace Communications, and
- Army Aviation (RAEME) Force Modernisation Review.

The Corps Conference is your opportunity to provide input into the future of the Corps and provides a great opportunity to establish and develop your networks. Please make the effort to attend if you can.

Lastly, I would like to take this opportunity to recognise and thank WO1 Marty Burgess for his dedication and hard work and the contributions he made to progressing Corps matters during his tenure as the Corps RSM.

Arte et Marte



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Corps RSM Report

WO1 Jason Ballard

As I write my first article as the Corps RSM, I would like to thank WO1 Marty Burgess for his tireless efforts as Corps RSM and I wish him well for the future. The Corps is well placed to continue into the future as a modern, technically competent and fantastic organisation that is in my opinion, the envy of Army.

During visits this year I have spoken to many soldiers about a variety of issues and have had the opportunity to listen to the soldiers of the Corps. Issues mentioned range from keeping toolboxes upon discharge, not deploying with the unit on operations and sub four courses. As these are the larger issues for soldiers I will provide some advice to all pers. The toolboxes are a condition of service and therefore the system is not able to "give" them away as this has financial implications that we cannot avoid, however this issue is being addressed through the Directorate of Entitlements.

On the subject of your toolbox is the need to L & D any tools lost or damaged so they can be replaced by the system. During my travels so far, there has been a common theme from soldiers buying their own replacement tools. If you do not let the system purchase your replacements then the system cannot know the usage rates of particular tools and therefore replace them with better quality ones.

On the matter of deploying with your unit, I have no control over the composition of the deployed force! I will say that your thoughts

have been conveyed to the chain of command and your plight is understood. To assist members being more deployable, I implore ASMs to carefully manage their members and look at the specialist courses offered at ASEME and contact ASEME Ops with regard to the panels for courses. If there are available spaces on courses and your unit can allow members to attend, there should be the opportunity to get the diggers qualified and make them more deployable!

The issue of the subject four suite of courses is noted and it is being looked into. Some of the concerns were competencies are similar across the CPL and SGT courses. I am taking a vested interest in each course and the identification of any replication. Please remind your soldiers that attend their next subject four course to ensure they fill in the evaluations to provide the feedback on the courses so any issues can be rectified.

I also talk to the soldiers about need to maintain their skills as soldier/tradesman. Being a soldier first is very important for all members of the Corps. It provides the foundation for us to survive when deployed and the skills we fostered at basic training enable us to work within the team environment. We need to maintain the basic skills, knowledge and attitude taught to us through unit training to provide the foundation to work in the complex environment. We must remember to train for 'a' war not 'the' war! To train for 'the' war, units will conduct specific training for the environment they will deploy into. I say this as FORCOMD prepares for EX HAMEL later this year to reinvigorate foundation war fighting and have units conduct their basic business. This will assist in training for 'a' war!

I ask that every member of the Corps embraces the 'back to basics' training as this will set us up for the future and help us maintain our place within Army; that is a professional organisation that is at the forefront of maintenance management.

Lastly, I want to remind all members that our long serving soldiers need to be recognised for their service. Please follow the guidance in Corps Instruction 18 to ensure our senior members leaving the Corps get the recognition they deserve. I can report to Corps members that I am endeavouring to lower the qualifying period to 15 years for recognition of service to the Corps. Once this is approved by the Corps committee, I will report back to you all with confirmation that this has occurred.

I am proud and honoured to be appointed s the Corps RSM and I hope that I can represent the soldiers of the Corps well over the next three years. If any member has a Corps related issue, please do not hesitate to contact me via email at jason.ballard@defence.gov.au just make sure that your chain of command is aware of your issue before contacting me.

I look forward to getting around the country over the next three years and catching up with as many of you as I can. Good soldiering and keep the tri-colour flying!

Arte et Marte



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Corps Heritage

MAJ Graham Anderson

Corps Fund

The corps fund is in a healthy state and well positioned to meet our ongoing financial commitments. In keeping with the charter of the fund the corps committee welcome requests/suggestions for financial support for additional initiatives that will provide a benefit to our soldier tradesmen both serving and ex-serving.

Activities over the past 12 months include:

- Contribution to the ongoing Spanner Pack initiative.
- Providing the annual corps awards prizes.
- Financial support to a corps member who has had to leave the service due to hereditary illness.
- Contribution to charity in support of RAEME soldiers participating in the Kokoda Challenge.
- Contribution to the bushfire appeal (these funds were raised through activities in the Bandiana region specifically for this purpose).
- Support to regional RAEME activities including trophies, cakes for corps birthday, and sporting equipment.
- Initial funding has been forecast and approved for the production and publication of a Corps Pictorial History Book.

It has been very encouraging to see the majority of trainees coming through ASEME signing up for Corps Subscriptions and carrying their St Eligius Corps Medallion with pride.

St Eligius Corps Medallion Number Draw

The first of two medallion number draws for 2010 has been conducted.

1st Prize – Leatherman Wave – # 748
CPL Andrew Roberts 20 STA

2ND Prize – Corps Prize Pack – # 330
SGT Brendon Ashlin 1CSSB

3rd Prize – Corps Prize Pack – # 641
CFN P SASR

4TH Prize – Corps Prize Pack – # 514
CFN Benjamin Griffiths 7 CSSB



All members of the corps (serving and ex-serving) are encouraged to become corps subscribers, a subscriptions nomination form is included in this edition or is available on the corps website or by contact the HOC cell, Bandiana.



Corps Banner Miniatures

The Prince Philip Banner Miniatures are still available for purchase from the HOC cell, Bandiana at a cost of \$200 each.

The Prince Philip Banner Miniatures are a limited release numbered series of 600. We are currently selling the final release of numbers 501 – 600 of 600. An order form is included in this edition or is available from the Corps Website (WWW and intranet).



RAEME Corps Bow Tie

The Corps bow tie was produced as the dinner gift at the 2004 Corps Dinner. Due to popular demand we now have the Corps Bow tie for sale at \$25 each. POC: MAJ Graham Anderson, HOC Cell, Latchford Bks, Bandiana.





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(* If Applicable)

Queensland State Masters Track Championships

19-20 February 2010

Day 1 of the QLD Masters State Track Championships at Chandler Velodrome, Brisbane saw a silver medal awarded to Captain Gary Kristensen MBE in the MMAS3 (40-45 age group) 666 meter time trial with a time of 48:96 seconds. This event involves an all out effort for just two laps and is akin to the effort required for a straight 400 meters on the athletics track. Hard!

Gary is the current ADF criterium and time trial champion and works as the SO3 Technical Training for RAEME Aeroskills trades, based at the Army Aviation Training Centre at Oakey, QLD. Thankfully, his boss, LTCOL Murray Coward promotes excellence in sport and actively encourages participation at the highest levels.

Day 2 of the Championships saw Gary competing in the 3000 meter Individual Pursuit with Gary returning as defending champion and State record holder from 2009. The idea behind this event is to ride a time trial to set the four fastest times. Then, riders with times 3 and 4 ride off for bronze and nothing, and the two fastest riders ride off for gold and silver. All very simple!

Gary overcame warm but blustery conditions to qualify fastest in 3:49:62, setting a new State record in the process. Going out with his usual qualifying strategy of a 'soft' first kilometre, he held his nerve

and gradually wound up the 96 inch gear to overturn a 4 bike length deficit that his opponent had built up in those first four laps. His qualifying round opponent, Scott Robinson, University CC, dug deep and produced an excellent 3:50:52 to set up a re-match in the ride off for Gold and Silver.

In the Gold and Silver ride off, Gary decided to go out slightly harder from the start in order to not give Scott the benefit of a 4 bike length lead. As Scott had enjoyed this advantage in the qualifiers, Gary's strategy was to try and demoralise his opponent by matching or leading him from the start and to continue building the pace for a faster second half ride, which is what he normally aims to do. This worked perfectly as Gary gradually began to put inroads into Scott and the advantage was clearly biased in Gary's favour for the whole race.

Gary crossed the line a clear winner in a time of 3:50:84, besting a gutsy ride from Scott with 3:53:50 to be crowned champion for the second year running.

Gary is now looking forward to the National Masters Track Championships in Melbourne from 15 to 18 April 2010.



2nd Gary Kristensen MBE, 1st Rob Darley,
3rd Kevin McLean.



Green skins within DMO ... where have we come from?

Major Keirin Joyce

Many RAAOC and RAEME personnel know the basics of our respective Corps' histories... that we sprang from a support function around the time of Federation, that we came into our own during WWI running the ordnance depots and field workshops, and that RAEME was formed out of RAAOC during WW2 due to the rapidly increasing level of technological sophistication of our equipment. During these and Australia's many other conflicts our involvement within the Defence Materiel Organisation (DMO) and its predecessors remains unchanged from those early days prior to WW1 and throughout the last century, and a recent study was undertaken to track our history in order to establish a claim to a WW1 Series 1 Colour Patch – this history will be of interest to members of all Corps alike...

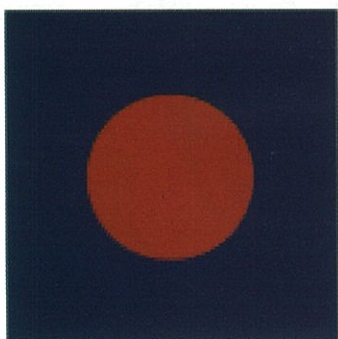
Pre WW1

The Australian Army Ordnance Department (AAOD) came into being as part of the Commonwealth Ordnance Department in 1904-5 as a civil agency of the Department of Defence. The public servants that comprised the AAOD formed from the existing Ordnance Staffs of the various States as directed by the Commonwealth Gazette and the role of the AAOD was the supply, custody and maintenance of warlike stores, ammunition and artillery.

Of the 1,544 permanent military staff transferred to the newly formed Commonwealth Military Forces (CMF), 117 (all ranks), comprising Artillery and Engineer personnel, were transferred and/or affiliated to the Ordnance Stores Corps. These personnel were transferred from their positions within the States to the Machine Branch, the Inspection Branch, and the Magazine Section of the Stores Branch of the AAOD.

WW1

The military members of the AAOD were amongst the first to volunteer for 1st AIF service at the outbreak of WW1 and were formed into Australian Army Ordnance Corps (AAOC) in Sep 1914. The men of the AAOC were either attached to an AIF Division Headquarters or embedded within Divisional units where they wore the colour patch of that unit. Those not attached to units wore a Series 1 Colour Patch consisting of a background square of dark blue with a centred scarlet circle, denoting 'AAOC, Non-Divisional Units' – many RAAOC personnel will note this colour patch is the same design as the RAAOC Pennant. This Colour Patch is designated ORD0012 in the Australian Army Colour Patch Register.



Between the wars

Upon disbandment of the 1st AIF at the end of WW1, the AAOC ceased to exist as a functional organisation for almost another decade, with the responsibility for the supply of the Australian CMF being again vested with the AAOD and its embedded military staff. Of note however is that some of these AAOC personnel remained in Europe up until 1921 overseeing the demobilisation and return of equipment, and were amongst the last to return home from WW1.

In the decade following WW1, permanent Army staff continued to undertake technical inspection, machinery maintenance and ammunition proofing as members of the Ordnance Branches of the AAOD. These personnel remained part of the Artillery and Engineer Corps' as they carried out their AAOD duties until 1928 when the Australian Army Ordnance Corps Permanent (AAOC(P)) was formally established on 01 Jul 28. At the formation of the AAOC(P), the members were ordered to wear the same colour patch as that worn by AAOC members of non-divisional units during WW1. As well as sustaining the surplus and aging WW1 stores, the AAOD procured new equipment through the Director of Artillery, the Director of Mechanisation, and a small Staff section in the Quarter Master General (QMG) Branch that dealt with uniforms and general stores.

WW2

At the outbreak of WW2, the AAOD managed holdings of Army equipment were desperately low (they were only required to hold equipment for a permanent Army of 1,600 personnel, provision the Militia, and maintain coastal forts). As such, AAOC(P) members were in very high demand leading to a situation where most AAOD and AAOC(P) managers and commanders could not release their AAOC(P) members to enlist in the 2nd AIF.

The Australian War Council militarised the AAOD on 29 May 41 due to its failings under civilian command and management, resulting in most of the AAOD civilian staff becoming enlisted or being appointed into the AAOC at appropriate ranks. They were deployed for service in ordnance installations in Australia and overseas as determined by the Director of Ordnance Services.

The Central Provisioning Office (CPO) was created in 1940 as part of the Master General of Ordnance (MGO) (previously QMG) Branch and the CPO gradually assumed responsibility for acquisition through the course of the war. By wars end provision of complete vehicles and ammunition, spare parts, associated stores, and ammunition had transferred to the CPO. In parallel, the uniformed members of the AAOD/AAOC were split, dependent on their trade, on 01 Dec 42 when the workshop and repair function of the Army formed into the Australian Electrical and Mechanical Engineers (AEEME).

Post WW2

At wars end, Army ordnance functions of acquisition and sustainment continued to be under military command. It was not until the Army reorganisation of 1972 that logistic supply and sustainment began to shift back towards a government function. 1972/3 saw the concept of 'Single Service Management' introduced where a common item used by more than one service was assigned to one of those services for management. This went hand in hand with the Army reorganisation into three functional commands, one of which was Logistics Command. Army Headquarters (AHQ) at this time was split between Melbourne and Canberra until all defence headquarters were relocated to Canberra. AHQ was redesignated Army Office and

reported to the Department of Defence (Central Office). By the end of this transition (1978), Canberra had become the home of the Chief of Materiel – Army (Army Office) and Chief of Logistics – Army (Army Office). This arrangement continued throughout the 1980's and well into the 1990's where Materiel Division was responsible for system procurement by the Procurement Sections and the through life procurement and inventory management of in-service Army equipment was handled within HQ Logistic Command by the Supply Agencies.

The modern era

The status quo remained until the Defence Reform Program (DRP), initiated in the mid-90's, saw the individual service Materiel Divisions formed on 01 Jul 97 into the tri-service Defence Acquisition Organisation (DAO) in parallel with the individual service Logistics Commands forming into the tri-service Support Command Australia (SCA).

These two organisations did not stand long on their own as the two were merged into one on 01 Jul 00 as the Defence Materiel Organisation (DMO) at the same time that a Joint Logistics Command (JLC) was established (responsible for leading the coordinated delivery of logistics in support of ADF operations, and coordination of logistic support from other providers).

In 2006, when JLC was reallocated to the VCDF group, DMO was allocated a Series 2 colour patch of square ADF background (horizontal bands of royal blue, scarlet and light blue) with a central white horizontal rectangle indicating 'miscellaneous unit' – quite unbecoming of a unit with such a long heritage... It was only recently that a historical study was undertaken and a case made to be officially (re)allocated (Dec 09) the traditional DMO colour patch.

Organisationally, DMO has come full circle on the Commonwealth Ordnance Department of 1902, separating from being part of the Defence Force on 01 Jul 05 when it was made a prescribed agency of the Department of Defence.

Reflecting on our history...

Today, the Army contribution to the DMO (550 odd) remains primarily RAEME and RAAOC. Not much has changed from the early days... the green skins provide technical functions and assistance to the DMO acquiring and sustaining ADF inventory within a civilian organisational framework. Of note, despite our militarisation in WW2 due to civilian inability to cope with wartime demands, we have reverted back to placing acquisition and sustainment responsibility on a civilian organisation... has the organisation learnt from the hard learned lessons of the past, or would it simply fail again if put under wartime pressures? Let's hope we never have to find out...

The author

Major Keirin Joyce enlisted in 1997 and although being a blue-blood RAEME officer, was forced to acknowledge his Corps historical birth out of, and brotherhood with, RAAOC while undertaking the research and substantiation submission for DMO's new (old) Colour Patch. His time in the DMO is now done (on JP129 Tactical UAV) and he continues to put his acquisition and sustainment faith in DMO on the line while serving in AHQ.

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Warrant Officer Class 2 Doug Pammenter receives the Federation Star

WO2 Doug Pammenter was recently presented with the Federation Star at a ceremony held in Canberra on 20th April 10.

The Federation Star forms part of the Long Service Awards and is presented to members of the Defence Force who have provided 40 years of service. I think we can all appreciate that there are not too many people who would become eligible for this recognition and acknowledge that 40 years of service is an outstanding achievement.

Given the importance of this award it is very appropriate to delve into some of Doug's history in relation to his time in uniform. It is common on occasions such as this to use the term "40 years of undetected crime", unfortunately I cannot do that as some of Doug's crimes have been detected, but it would not be appropriate to detail them now.

Douglas Murray Pammenter first enlisted on the 19 July 1966 as a young 19 year old and was allocated 433217 as his regimental number. He was posted to 107 Field Workshop, which in those days was at Keswick Barracks Adelaide.

Doug was very keen to serve overseas and in October 1969 he transferred to the Regular Army as a National Serviceman and after recruit training at 2 RTB he was posted to the School of Military Engineering as a Sapper.

It was here that Doug prepared for deployment to South Vietnam. In June of 1970 Doug started his tour and as was the norm in those days spent the next 12 months deployed. It is very important to mention that on 23rd May 1970, 1 month before departing, Doug married Pauline. Pauline suspects that Doug was keen to get the extra allowance that was paid to married men, and that is why they had to be wed prior to him departing.

Doug returned to Australia in June 1971 and after meeting his commitments transferred to the reserves in March 1972. Recovery was the trade of choice for Doug and he has been heavily involved in the trade ever since.

Postings for Doug include 107 Field Workshop, 4 EME Services Unit, 9 BASB, 9 CSSB, and ASEME where he is currently an Instructor in Recovery Platoon.

When looking at a print out of postings in a career of 40 years you quickly realise that what is missing is the list of exercises attended, and units that have been supported at some time by Doug and his wrecker. Always keen to be involved Doug has very hands on approach and is still not afraid to get dirty when the need arises. I do however believe that he has stopped wearing pre-stained overalls. There would not be too many Recovery Mechanics that at some stage have not been trained or assessed by Doug, particularly over the last 10 years. While Doug is known for his recovery trade he is also a very accomplished camp cook (just ask him), pretty handy with electrical jobs (his civvy trade) and not too bad at drinking cold beer.

Doug has also been awarded the Vietnam Medal, The Republic of Vietnam Campaign Medal, Australian Active Service Medal with Vietnam Clasp, the DLSM (with 4 clasps), Anniversary of National Service Medal, and the Australian Defence Medal along with the Returned from Active Service Badge.

Doug and Pauline travelled to Canberra in April and attended the presentation ceremony with 2 other recipients of the Federation Star.



WO2 Doug Pammenter, accompanied by his wife Pauline is presented the Federation Star by Chief of Army, Lieutenant General Gillespie AO, DSC, CSM.

The ceremony was conducted by Chief of Army, Lieutenant General Gillespie AO, DSC, CSM, and RSM Army, Stephen Ward. As the CASAG was also in session there was an abundance of senior Officers present to view the presentations.

Doug and Pauline stayed on in Canberra for a few extra days so they could celebrate their 40th wedding anniversary and spend some time at the Australian War Memorial.

We congratulate Doug on his achievement of 40 plus years service to the Australian Army, 40 years in RAEME and wish him and Pauline all the very best.

Technical Regulation of Land Materiel

by Mr I. Johnston Manager AEO Compliance

This article describes the role and focus of the DTR-A's Accredited Engineering Organisation (AEO) Compliance Section and its recent expansion to undertake compliance assessments in accordance with the revised TRF policy contained in DI(G) LOG 4-5-015 and the Technical Regulation of ADF Materiel Manual – Land (TRAMM-L).

The revised TRF policy requires comprehensive assessments of both engineering and maintenance Organisations' systems and products as part of the internal and external compliance programs. To deliver this requirement, the AEO compliance section's staffing was recently increased to seven professional system, engineering and maintenance compliance assessors. The seven assessors have significant experience from previous public service and military employment in the areas of materiel maintenance and engineering management.

The section conducts independent compliance assessments of Defence's land materiel engineering organisations with a successful assessment resulting in Accreditation as an AEO. Defence has 24 engineering Organisations, predominately in the DMO, with 15 of these currently accredited as AEOs. As can be seen from these figures, accreditation is not automatic and Organisations must successfully pass a comprehensive assessment to gain and maintain their accreditation.



Mr Les Brown inspecting a useability tag during a recent audit of the Land Engineering Agency (LEA).

Recently the assessments have focused on the AEO's responsibility to provide current and accurate technical data to all land materiel users and maintainers. Generally this data includes User Handbooks, EMEIs, RPSS, CE and ILSIs; all of which should be available through the DefWeb. If an AEO fails to provide or update these documents, they risk losing their accreditation.

This focus has resulted in a number of technical data remediation projects being initiated within the DMO to review and update a significant quantity of out-of-date technical data and re-publish on the DefWeb. All positive signs for providing confidence to the user and maintainer that the technical data they access and use is up to date, is being controlled through configuration management, and is accurate.



Ms Judy Rochow inspecting a useability tag during a recent audit of the Land Engineering Agency (LEA).

The AEO Compliance Section is managed by Mr Ian Johnston and staffed by two audit teams of two people each and one implementation team of two people. A home page for DTR(A) exists and is a source of up to date information on the technical regulatory framework and the AEO compliance section in general. The home page is located at <http://intranet.defence.gov.au/armyweb/Sites/DTRA/comweb.asp?page=18241>.



Mr Les Brown inspecting a prototype bomb disposal robot during a recent audit of the Land Engineering Agency (LEA).

RAEME is not always about the Quick Fix

A Story about Dedication and Perseverance by Brendan Robertson

Ever wondered whether camaraderie is as strong today as most of us remember it from "the good-old-days"?

Based on a message received in recent days; the answer is well and truly, Yes! Camaraderie is alive and well.

A short Email from our own WO 1 Bob Thompson informed me that Flt Lt Cliff Dohle had been awarded the Distinguished Service Medal. What does this have to do with RAEME and camaraderie? The story goes a little like this:

Flt Lt Cliff Dohle was the RAAF pilot who flew his chopper through appalling weather, loaded with ammunition, into the raging battle of Long Tan on the 18th August 1966 to support the besieged Delta Company. As a consequence of that heroic action a commendation was raised to award Flt Lt Dohle the DFC.

Under a most dubious procedure that decreed that citations not be processed until a member had completed their tour of duty, the commendation was shelved temporarily. However, fate stepped in again only several months later when Flt Lt Dohle was on a mission to deliver a team of Sappers to a demolition task. On route, his Huey lost power and crashed into the jungle. Through his skill, no lives were lost although Flt Lt Dohle sustained major injuries that eventually required his repatriation to Australia.

Meanwhile, the combination of a change in CO and Flt Lt Dohle's evacuation to Australia, the citation was re-written to recommend an MID instead of the DFC.

Many years later Bob Thompson decided that this situation was a travesty of the recognition that Cliff Dohle deserved. From his own experience of working with and from helicopters in South Vietnam, Bob had an appreciation of just what an incredible task was performed by Cliff Dohle and his brother pilot in the worst possible weather conditions, let alone in the midst of a fire-fight.

Combining considerable research of every facet of the battle and the events that led up to the re-supply mission, together with the account from Cliff himself, Bob Thompson compiled a submission to the Defence Honours and Awards Tribunal. Cliff reviewed the submission in fine detail after returning home from hospital in February this year. Although gravely ill, Cliff was still sharp enough to point out aspects that needed subtle attention. Cliff passed away two days later.

Bob Thompson was invited to Canberra in April 2009, to present his submission on behalf of Cliff. The detail and passion with which the case was presented should have been enough to sway the hardest of hearts. Thankfully it was. The Tribunal found in favour of the submission and authorized the award of the Distinguished Service Medal.

On behalf of all servicemen and women who all too often see recognition of valiant service denied, may I say thank you to WO1 Bob Thompson for his determination and dedication in championing the cause of a truly courageous Australian serviceman. Now that is true camaraderie! Well done Bob. RAEME to the rescue again. Not a "quick fix," but the result makes it all worthwhile.

Arte et Marte



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Long Tan heroes honoured at last

Ian McPhedran, Herald Sun, 28 October 2009

More than 40 years after 18 Australian soldiers died in the Battle of Long Tan, the heroic band of brothers in arms will be awarded the nation's highest unit award.

The Honours and Awards Tribunal has recommended that men from the 6th Battalion's D Company should be given the Unit Citation for Gallantry.

The award has been made only once before – to the Special Air Service Regiment for its work in Iraq in 2003.

The Federal Government will also adopt the tribunal's recommendation to upgrade an award to RAAF helicopter pilot Cliff Dohle, who defied orders and flew vital ammunition supplies to the besieged Delta Company Diggers.

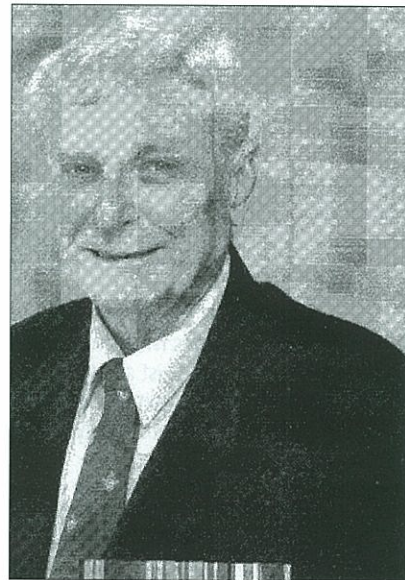
His citation will go from Mentioned in Despatches to the Distinguished Service Medal.

Unfortunately, Flt Lt Dohle passed away in February.

The tribunal rejected a push to have 12 soldiers recommended for MIDs because there was a lack of supporting paperwork.



RAAF helicopter pilot Flt Lt. Cliff Dohle, DSM



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The RAEME Monument at Bulimba

28 November 2009

The Royal Australian Electrical and Mechanical Engineers' Association (Qld) has erected a monument to the units and their craftsmen who served in the Bulimba Barracks since 1945, the year that the Australian Army was handed the keys to the site by the United States Army.

The unit names are immortalised on a bronze plaque attached to the sandstone monument. 36 units in all, both Regular Army and Army Reserve / Citizens Military Forces. Some of the unit names were in fact name changes over the years that occurred whenever the Army re-organised.

It is appropriate that this monument has been erected now as RAEME units no longer exist as such and the Bulimba Barracks site is due to be closed in the next few years. No doubt this very valuable piece of real estate will be eagerly sought by Developers when it is released for sale.

The ceremony to dedicate the monument was held in front of a crowd of 400 ex members of RAEME and their families on Saturday 28 November 2009. Also in attendance was the State MP for Bulimba Ms Di Farmer and the Brisbane City Councillor for Morningside Cr Shayne Sutton. The dedication was performed by Brigadier Ross Grant AM (Retd), representing the RAEME Head of Corps Brigadier David Creagh. He was assisted by Chaplain Graeme Ramsden OAM.

Brigadier Grant was a previous Commanding Officer of a major unit in Bulimba and he was a previous RAEME Head of Corps. Chaplain Ramsden was a RAEME officer before taking his vows and he is currently Chaplain to the Queensland Police Service Academy and Chaplain to the Queensland University Regiment.

After the ceremony there was a "walk down memory lane" for those attending who had served in one of the many RAEME units. They strolled through Shed 5 and relived some of the more memorable events which occurred during their stay in Bulimba.

Shed 5 was the home of 1 Base Wksp Bn (in its various guises) and it is now occupied by British Aerospace Systems who are the in-house resident contractor. There was more time to relive some of those moments during the Barbeque lunch which followed with several refreshing drinks, some of which were thoughtfully provided by BAE Systems.



Funding for the monument was provided by a grant from the Brisbane Lord Mayor's Suburban Initiative Fund and a grant from the Department of Veterans' Affairs under their Commemorations programme "Saluting Their Service". Many members of RAEME Associations around the nation made sizeable donations, for which we thank them.

This monument will be a permanent reminder of the dedication and service to the Australian Army shown by the many thousands of soldier tradesmen and women who served in those units.



Defence Force Recruiting – Specialist Recruitment Team

by T.J. Costin WO2 SRT-Tech

This recruiting article is for all of those RAEME personnel who currently have to work harder, due to not having the right number of personnel to meet the unit's maintenance liability. The Specialist Recruitment Team (SRT), a Tri-Service cell of personnel from Engineering, Medical and Technical Trade backgrounds, was established in January 2008, to help alleviate the poor recruiting results in all three areas. The aim of the Technical Trade SRT is to build and develop relationships with key industry influencers in order to generate enquiries from areas which DFR has had no prior contact with. We basically find, attract and guide people, into the niche jobs that Defence has traditionally struggled to enlist, many of which include RAEME positions.

The SRT has 12 uniformed personnel spread across Brisbane, Parramatta and Melbourne. Between the three locations we cover the nation by networking and attending specific recruitment opportunities to target Career Expos, TAFEs and Universities. While some of these organisations previously dealt with DFR career promotions staff, representatives now report increased satisfaction and response due to the SRTs knowledge and 'on the job' experience as well as immediate response time.

Technical Trades Section of SRT: consists of two tradespeople from each service, each with diverse trade backgrounds, positioned evenly in the three locations. RAEME is represented by WO2 Shane Hahey in Parramatta and WO2 Tim Costin in Melbourne whilst MAJ Rowena Palfrey heads up the Engineer section of the SRT in Brisbane. The SRT Technical Trades team have established strong relationships with professional organisations, and trade training institutions, which has led to establishing a new pool of trade skilled or technically

talented potential recruits. We guide these candidates towards their best suited trade career, provide them with realistic direction and expectations of service life.

To put it in perspective, DFR and SRT – Technical Trades were recruiting a total of 1548 Tri-Service positions in the 08/09 financial year across 31 different technical trades, to which 1270 or 82% were filled. Table 1 details the achievement of RAEME trade positions compared to the larger Army overall performance for the last five years. This shows that normally Army overall recruitment outperforms RAEME technical trade achievement. However this trend is slowly improving due to a number of factors which contribute to increased achievement.

There are another 336 available RAEME tech positions for this 09/10 financial year, to which 324 suitable candidates have already been identified or 96.4%, and this figure will only improve as the enlistment dates get closer.

It is envisaged the current deficient Crafty positions are shortly going to be a thing of the past as we are confident that once these full panels of trainees get through their training, the RAEME workshops will be back to near full complement. We hope then our RAEME brethren can carry on with a more balanced workload.

There are regular recruitment intakes throughout the year, so don't forget that recruiting is everyone's business, and word of mouth is the best form of advertising. If you believe that someone you know or have just met may be suited to a Defence lifestyle as a tradesperson, then tell them to call 13 1901 or go to the DFR website www.defencejobs.gov.au for more information.

Financial Year	RAEME Tech Targets	RAEME # Achieved	RAEME Achieved %	All Army Positions Achieved %
05/06	290	194	67%	86%
06/07	277	189	64%	93%
07/08	305	241	79%	89%
08/09	339	255	75%	78%
09/10 currently	226 at 26 Feb	217 at 26 Feb	Tracking at 96%	Tracking at 93%

Table 1: Comparison of RAEME Achievements (full time and part time)

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Update on the Queensland Mustang Spares Drag Car (QMSDC)

Since the last RAEME Craftsman article, progress has been made with the car development. Testing was conducted at Morgan Park Raceway, Warwick while the car was still in its matt black paintwork. The track time at Warwick enabled the team to get used to the staging routine and allow Neil to learn the characteristics of the car at launch. Initial testing and tuning was done with 60 foot launches.

The time spent at Morgan Park did not go without incident. Whilst travelling from home base to the track, the truck suffered an engine failure at the top of Cunningham's Gap – luckily in a position where the truck could be moved under control to the bottom of the gap on the Warwick side. Part of a cylinder liner cracked and broke away, causing enough damage to warrant a rebuild of the truck engine, effectively wiping out a year's racing budget. On top of this, the drag car blew both burst panels on the supercharger and intake manifold. It was one expensive weekend of testing!

While the truck was off having it's engine reconditioned, the car was stripped down, the engine checked and the cause of the blown burst panels investigated. Using the data from the data-logger, it was determined that the car cannot be pedalled (releasing the accelerator pedal and quickly re-applying power) down the track due to the air pressure response of the PSI screw type supercharger being quicker than the fuel system, effectively leaning the engine out.

Happy with the progress of the car, Neil decided to unveil the drag car at Willowbank Raceway during the USA vs Australia Nitro Funny Car series 2 Jan 2010. Over the Christmas/ New Years period, the car was re-sprayed in blue and silver to make it more attractive and appealing to potential sponsors. The car now looked like a drag car, all the team had to do now was get it licensed and competitive.

The licensing runs were limited by the ANDRA officials to 330ft launches to ensure the car could be handled safely. Needless to say some of the elapsed times (ET) were pretty ordinary, however the data gained allowed the team to make significant changes to improve the performance of the car. One such change was to reduce the amount of fuel entering the engine by approximately 2 gallons per minute as the engine was barely warm after a run. This is due to methanol being a cold fuel and having a cooling effect on the intake- from supercharger hat and butterflies to the combustion chambers prior to ignition. Too much fuel cools the engine while not enough fuel will lean the engine out and cause catastrophic failures/ meltdowns.

At round 2 of the USA vs. Australia Nitro Funny Car series, the car passed licensing and was allowed to compete in the Supercharged Outlaws bracket, where the cars are limited to a 6.50 second or slower pass. Neil dialled in a 6.95 second dial in and broke out with a 6.941 second, 190.27 Mile per Hour pass after getting off it at the 1000ft marker. While it was disappointing to lose the first race, the result was a huge boost to the team. It exceeded every ones expectations so soon in the game.



Next race meet was an invitation to the Nostalgia Drags, again at Willowbank. Throughout qualifying, the car wasn't



performing at its best with some 7 second passes at 160 to 188 MPH. When racing commenced however, the Mustang galloped through at 6.606 seconds at 200.95 MPH to be the first car of the day to break 200MPH. Unfortunately the car was dialled in at 6.85 seconds meaning we lost due to break out. The car also oiled down the track giving the crew of Willowbank plenty of work for racing to re-continue. This footage was captured by the newly purchased on board video camera and has been posted on YouTube (www.youtube.com and search for Queensland Mustang Spares). The next pass for the day was 6.815 seconds at 214.79MPH, with a red light and another oil down. With that, the team packed up and headed home for some minor adjustments and a bigger catch tank to prevent further oil downs.

Nitro! Magazine invited QMSDC to attend round 1 of the Nitro! Magazine 1/8 mile series held at Morgan Park. Traction was a big issue with the track with all of the Supercharged Outlaws having a skating competition for the first runs of the day. The team had to de-tune the performance of the car, with an estimated 1000 horsepower taken out and a softer throttle it was still having traction problems yet was still travelling 660 feet in 6.514 seconds at 114.21 MPH.

At the last round of qualifying, the car got out of the groove, swung suddenly to the left and hit the concrete barriers and rolled in a spectacular crash. Neil was unhurt, however the front end of the car suffered serious damage. At the moment the replacement parts have been ordered from the USA and the car is now in the process of being repaired, and by the time the RAEME Craftsman Magazine is published the car and Team will have the car back on the track at Willowbank for the second last round of the Nitro! Magazine 1/8 Mile Series.

While QMSDC had funds to cover something as major as an engine failure, this accident has wiped most of the racing budget. All of the building of the car and development has been funded out of Neil's back pocket. To continue racing and being competitive, the team needs to find some sponsors whether they become a minor or a major sponsor. If you are interested in sponsoring the team, there are a number of options available depending on the amount of advertising you require and of course, available budget.

QMSDC has been put together, maintained and run by current and ex-serving members of the ADF. If you are interested in joining the team whether it be hands on the car, or helping take video footage please contact W02 Neil Murphy on neil.murphy1@defence.gov.au. Neil also has a second Junior Dragster requiring a driver aged between 8 and 17- if your child (or children) is interested, and mum is onboard with the idea, please feel free to contact him for further information.

Small Arms Factory

by CPL B.J.G.Wilson

During the period 3-5 March 2009, Combat Training Centre (CTC) arranged a 3 day visit to the Small Arms Factory (SAF) Lithgow for its posted fitters. Being the only fitter at CTC is was a long elimination process but I won on the day. The visit was designed to enhance a fitters knowledge in the various machining and manufacturing processes used to produce the various weapon parts. It was a great opportunity to see modern manufacturing techniques and old tried and tested methods working in unison.

I had some pre-conceived ideas about the SAF and I am now in an informed position to change some of them to reinforce others. The professionalism, attention to quality and in particular the fine tolerances achieved at the factory was impressive.

Fitters would have heard about the cold forging machine for barrels (only one in the southern hemisphere) and yes it is impressive and so was the precision made mandrel that they still make at the factory to ensure quality control.

The factory has a combination of older machines that are well suited to their role and also include the most modern computer controlled machines. Of particular note is a machine used for rapid prototyping that spits out tiny bits of plastic, like a printer would spit out ink

until a 3 dimensional item is produced. The time saved using this method for creating prototypes or for R & D is immense and the plastic product spat out can be up to 90% strength of the the actual product.

It was great to see that Management was keen for more military members to visit the factory. Considering that it is a burden on the staff to facilitate this, it shows how proud the guys are of the work that they do. It also shows that the end user is always in their thoughts as was clear to me when looking at the many posters of Aussie Soldiers posted around the factory. If the Army School of Electrical and Mechanical Engineers (ASEME) could find a way to bring trainees to Lithgow as part of Fitter Armourment training, it would be an excellent outcome.

The factory has an amazing depth of history dating back to early 1900's when the government of the day wanted to be able to manufacture weapons in house and not be at the mercy of British war needs. It was the first and ultra modern, mass production factory in what was then a fledgling Australia. I would encourage anyone on the Great Northern Highway heading towards Lithgow or on your way to Bathurst to visit the SAF museum located directly out the front of the factory.

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RAEME Course Development

by EME Cell, DevGp, ALTC

Throughout 2010, the RAEME Cell within Development Group, ALTC has made several significant changes to courses undertaken by RAEME Tradesmen. All changes have been developed to benefit soldiers by enabling greater skills to be obtained, preparing tradesmen for operations and reducing time spent in training. Some of the significant changes taking place in 2010 are:

- The addition of three specialist courses for ECN 229 being the Marine Equipment Maintenance, Watercraft Maintenance Techniques and the Titan Fire Truck courses with the intention of creating one list of specialist courses for all ECNs.
- The shotgun component has been taken out of the Fitter Armament Maintenance Techniques (FAMT) course and inserted into the Support Weapons Maintenance Course (SWMC), allowing trainees posted to Units that don't hold a shotgun on their entitlement to complete their OJT. The shotgun is still taught on the Special Operations Weapons Maintenance (SOWM) course as well as being a stand-alone course. Personnel posted to a Unit with shotguns on the UE can complete either the SWMC, SOWM or shotgun maintenance course to gain the required competencies.
- The first ATT Metalsmith Course is being developed to train unqualified entrants as Metalsmiths. Under this scheme it is

planned for all welders to leave ALTC with a Certificate 4 in Engineering (Heavy Fabrication). In the future this course is also expected to be used as a replacement for the Metalsmith Conversion Course for already qualified civilian entrants. This is due to be completed in 2010/2011.

- Restructure of the Watercraft Maintenance Techniques Course and the Marine Equipment Maintenance Courses to enable more flexibility, allowing soldiers to only attend required modules of the courses. As of 2004 ECN 229s are able to attend the Marine Equipment Maintenance Courses and as of 2009, ECN 229s are able to attend the remaining suite of watercraft courses.
- In line with the Land 121 fleet of vehicles being introduced, ECN 229s will now be trained in automotive air-conditioning as part of their ATTVM course. This increases the ATTVM course by 15 days, but will result in a Certificate II in Automotive Air-Conditioning being attained. This skill will enable soldiers to maintain the air-conditioning systems on the new fleet of vehicles being introduced.
- Dev Gp is re-introducing and redeveloping the Domestic and Commercial Refrigeration course for ARes ECN 418 soldiers. This will enable them to develop the skills to maintain refrigeration systems within Army.
- Rationalisation of ECN 421 training on various equipments, in particular the Electronic Counter Measure (ECM) suite of equipment. Protected Weapon System (PWS) maintenance training is now conducted on the ATT Technician Electronics Systems course, in addition to the current Unit needs courses as part of MREs.
- Currently under development for the Recovery Mechanic is to have their training recognised as a Certificate III in Public Safety (Vehicle Recovery) on the completion of their IET. Concurrently, the ARes Basic Recovery Course is also being brought into line with ARA training and as such, should also achieve the Certificate III qualification.

RAEME Cell is currently exploring the possibility of conducting Bushmaster maintenance training on the ATT Vehicle Mechanic course to enable all Craftsmen to be qualified on Bushmaster on completion of their OJT. This has not been endorsed yet, but will be presented to all stakeholders to make a decision in late 2010.

The RAEME Ground Trades are expected to go to the Employment Category Review and subsequent Defence Force Remuneration Tribunal upon completion of the Combat Service Support Force Modernisation Review. This may occur at any time between 2011 and 2014. As a result of the Employment Category Review, soldiers may be requested to answer questionnaires and attend focus groups to discuss issues such as training, current roles and responsibilities, operations and other maintenance issues. Remember that your comprehensive responses contribute to the development of the corps and the training you conduct.

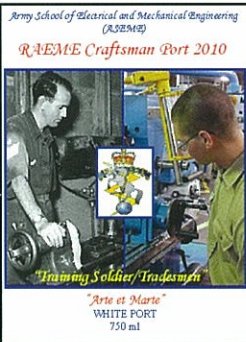
A number of courses are due to be evaluated in the second half of 2010. Again, this will involve soldiers being requested to answer questionnaires and provide feedback on courses which they have attended. Your input to this process will ensure that courses in the future are still relevant to the workplace.

It has been quite a busy start to the year for the RAEME cell in Development Group and should only continue to get busier with all of the new equipment being procured and the evolving maintenance process.

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This year's RAEME Craftsman Port is a delicious White Port from the well renowned Stanton and Killeen winery found in the respectable Rutherglen wine region. The Port Bottle will be 750 ml and will be selling for the respectable price of \$20. This Port Bottle is ideal for collectors and the delicious white port is ready to drink. Order forms are available from your unit or regional Corps Port Representative. Regional Port Representatives are listed below. A full list of unit Port reps is available from regional reps or on the Intranet Corps Website. Alternatively you can contact the National Rep via email at the following address. adam.toombs@defence.gov.au

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Australian Soldier Scholarship Winner

Signing up

I think it must have been about November 2009, the boss made me aware of the Chief of Army's "I'm an Australian soldier" scholarship. This was an opportunity for any Australian Soldier with the rank of Corporal or below to be chosen to travel to Gallipoli on a two week study tour. He indicated to me that it wouldn't be such a long shot for me to apply. So, I thought that having nothing to lose by doing so, I'd give it a go. After completing the questionnaire, I sent it via the boss to the relevant authority. That was it. I thought nothing more of it. It had been a very busy year for all of us and the next was shaping up to be no different. Around the end of February 2010, an email went around the barracks congratulating me on winning one of four places on the study tour. At that moment, I must confess to a feeling of disbelief. I mean, that's like winning lotto isn't it? Fancy that; a two week trip to Turkey with Anzac day at Gallipoli, this was too much.

The Canberra trip

It was later in March that all recipients travelled to Canberra for a concentration phase prior to deploying. The other recipients were LCPL Luke Rawnsley of 2HSB, LCPL Jordan Lund of 9FSB and CPL Paul Waples of 9RQR. I think Queensland was a bit over-represented this year but they're all top blokes. The trip culminated in a visit to the office of the Chief of Army to officially receive our scholarship certificates. It was an enjoyable time and included a visit to the Australian War memorial. I don't know about you, but I must've been there half a dozen times over the years, never getting tired of it. It's truly a world class exhibition and gets better all the time. With our particular study topics issued out and having met everyone involved, we headed home and set to work studying hard in preparation for the trip in April.

Flying out

We met up at Sydney airport with the Army's WO CO-ORD, WO1 Jodie Stewart and Army historian and author LTCOL Glenn Wahlert on the big day ready to fly out. The flight itself was quite ok with all of us reading up on Gallipoli in between movies. We were all excited but also a bit nervous about giving talks and imparting what we'd learnt in the weeks before.

The particular study topics given me were: the battle of Chunuk Bair, Tpr Billy Sing the sniper and LTCOL William 'Molly' Malone of the Wellington Infantry Battalion. These topics were all of particular interest to me and I felt, all of a sudden, that I was back in high school studying away for weeks on end. No; really.

Flying into Istanbul we cleared customs and were thrown into the middle of that mad panic of a city where traditionally East meets West. Witnessing the chaotic snarl of Turkish traffic sure made me glad I wasn't driving. That duty went to our hired local driver Yusuf. He was a wonderful fellow whose good humour and friendly manner more than made up for his "developing" English.

Off to Gallipoli

After staying overnight in Istanbul we made our way down to the Peninsula to the lovely town of Kilitbahir on the Dardanelles. We stayed here for the duration of the trip until shortly before flying out again. This little town has a very famous castle built by Fatih Sultan Mehmet, the Ottoman ruler, in 1462 as a wedding present to his wife. It overlooks the narrows fort used to fend off the British naval assault of 18 May 1914. The entire area was heavily bombarded throughout that campaign. The Pension in which we stayed made us

feel quite at home. It had a picturesque view across the water to the city of Canakkale. There was nothing better after a long day having a cold Efes Pilsner watching the ships pass by. Kilitbahir is small and not well serviced, so we made daily trips on the ferry to Canakkale to shop, dine out, use internet and sometimes "get on it".

Down to business

Settling down to do our tour of the battlefields, we took in all of the usual visitor spots like Anzac Cove, Lone Pine, Quinn's Post, The Nek and Chunuk Bair. A highlight for us at this stage was being interviewed by Socceroo captain Lucas Neill for Turkish and Australian Television. Lucas plays in Istanbul these days for Galatasaray and I think he was enjoying a chat with some Aussies again. We also did a fair bit of trekking off the beaten track to places such as Shrapnel Gully, Monash Valley and Chatham's Post. The latter was of great importance to me as I had been studying the Sniper Billy Sing of the 5th Light Horse. This was where his talent for marksmanship was discovered, accounting for 200 plus Turks confirmed. On one of our inevitable scavenger hunts, I was lucky enough to find a full clip of live .303 rounds stamped "1914". I reckon with a quick cleanup you could have fired them!

The one day of the year

As Anzac day arrived, watching the dawn service at North Beach, we were finally realising why we were here. To be in the Australian uniform at Gallipoli is a truly unique experience I'll never forget. It's like being a celebrity for a day. Aussies and Turks alike rush to meet you and have photos taken alongside you. The spirit on the day is difficult to describe. After the dawn service, we made the trip up to Lone Pine. Prior to the service commencing, we were invited up to the podium for a little interview by the compare, Australian TV presenter Warren Brown. Being an Ex-Army reservist he took personal interest in our stories and the scholarship scheme. He then introduced us to the crowd. It was a great feeling to be up there. I don't think I've ever spoken to that many people at once. There could have been at least 2000 at that point, I've no idea. Making the journey on foot from Lone Pine to Chunuk Bair proved a bit more difficult in service dress. It's uphill all the way for about 2.5km, but I can't say I noticed too much as we had plenty of company on the way up. Traffic was at a standstill most of the day, mainly tour buses clogging the long ring road. You don't have much choice but to walk.

The Service at Chunuk Bair was very moving with traditional Maori songs and words from the New Zealand dignitaries. This was their Lone Pine with hundreds of brave young Kiwis bravely fighting to the death there in the August offensive of 1915.

Heading back home

After Anzac day we spent a couple more days on the peninsula, eventually making our way back to Istanbul. It was surprising what a shock the bustling metropolis was after the tranquil existence of Kilitbahir. I'm sure we could have spent a few more days down there no problem if the need arose. Given the chance to go on a trip like this again, I'd do it in a heartbeat. I recommend all fellow soldiers to get in and apply for next year's trip as there is talk of expanding the scholarship experience to France and the Western Front, Fromelles etc. You'd be crazy if you didn't at least apply.

I like to send out a big thank you to all who organised the scholarship, especially the Chief of Army and those from my unit who recommended me.

Mentoring and Reconstruction Task Force 2 Workshop

MRTF-2 Workshop formed up for pre-deployment training at 1 RAR's lines a long time ago – that long in fact the Hun were still waiting for the second “spring offensive”. Entire families had grown up and flown the coop; some of the troops even had distinguished looking beards and were Grandparents. Pre-deployment training achieved very little for the Workshop, but in true RAEME tradition we forged ahead with a very flexible but cunning plan – so cunning in fact it had a PhD in Cunning from Oxford University.

Most of the Workshop hit the ground running at various different paces. This gave an outward appearance of an un-synchronised machine. This in fact was true, there was however method in the RAEME cunning. In part this was alluded to by the “classic pincer movement from the North” theory proposed by our illustrious, our very own Lt George – sorry Morris.

EME-OPS – an unusual area of the Workshop that just seems to conjure up all sorts of jobs and tasks from a small computer screen with an alarmingly efficient rate of fire, and then proceeds to ruin everyone's day with spread sheets!! Paul Burdin sits in there amongst his compulsively placed items on a desk that the Queen could eat her dinner from – it's a clinically perfect environment that Howard Hughes would be proud of. Burdo's compulsiveness has seen his little piece of blue-tac take all sorts of unusual forms and shapes. Over the months he has systematically starved the entire Workshop of beer with his keen sense of fair play, the RSM does love him dearly though.

The ACE or Maggs to his poker punching, beer swilling buddies, heads up the Workshop. Despite numerous attempts to reduce the EME OPS office to an untidy, disorganised and dysfunctional comfort zone, thus creating a little corner of B Squadron that Maggs is used to, he has fallen foul of the MIMS maniac. At times he's looked in danger of becoming remotely organised and business like, a position that Maggs feels is “faintly worrying” to say the least. Be that as it may, the pair of them sit in their little office together – one tidy, organised and efficient, the other crumpled and disorganised – with an air of faint hostility to that which appears unusual or Burdo – I have poetic license!

General Engineering or GE as they prefer (Dodgy Bodgey Engineering to anyone else), under the effervescing eye of Chooka Collins – that's Henry – have undertaken a multitude of taskings from construction of the new Sydney Harbour foot bridge now located in all it's glory a Kilometre south of the pearly gates of PB Wali spanning a raging torrent, to the inspection of a Pistol. They have produced some outstanding work over the deployment such as the Australian Memorial now in pride of place next to the Dutch one. Chooka's identification and subsequent work with the new A2 Styre through to the GE diesel burner – an ingenious device for warming people on those cooler day's, taken from a drawing off a cigarette packet from one of Chooka's good ole baccy chewing' red neck buddies.

Notable points: Gerry the old Irishman of the sea achieving more patrol time in the green zone than most of the Infantry despite his advanced years of 64!! And Kingy, well I simply don't have enough ink in the printer to accommodate those, suffice to say they amounted to very little but were excellent for moral. Really Mickey G, Fenno, Fruey and Eshy kept the work churning – I have poetic license!

Recovery – involved from the start with most of the significant vehicle movement around the AO under the pragmatic command

of Big Ken or “Foghorn” as he was affectionately known by B shop, and ‘yes sir Sgt Roberts’ to young Paz otherwise known as Baldrick, his offside. Recovery achieved some notable firsts, one of which was breaking the HRV on all but one of their recovery tasks!! This highlighted one thing, the HRV is not really suited to supporting Bushmaster on this type of terrain year round – let's get a Leopard ARVM out of mothballs. The A1 Reccy Mechs – Delboy and “look at my guns, ginger pubes” Jackson – also benefited from the experiences of moving the HR's around the AO. This regularly reduced Jacko to tears as he stepped outside his comfort zone of the A1 play pen!! On promotion to Sir Ken, Robbo departed our company for posting and was replaced by Foggs, who with a no-nonsense approach has fixed everything up in 2 weeks with the exception of Jacko – who is still Ginger – I have poetic license!

The Boffins – well what can we say – nobody really understands how they diagnose and repair stuff – it just happens! They can be found in a super heated super chilled hermetically sealed environment in the back corner of the Main Workshop. Snippets of conversation can sometimes be understood from thermonuclear quantum physical properties of a flip flop valve, to the nobility of their acne!! The original “backroom boys”. Suffice to say most of the Battle Groups electronic wizardry has received their attentions at some stage or another; they still manage to baffle the Ace (which isn't hard).

Under the middle distant gaze of Hilly, the boys have overcome their fear of direct sunlight and open spaces to venture out and about with red tags and black pens to every nook and cranny of this AO to keep all manner of MP3/ipod mission critical gadgets fully functional. Havas (the Terp), Recking Ball, and Gillies have all proved their worth as rear gunners when out on tasks except Bros, who just cant leave his transport past behind him – bless. They have given our forward elements that Boffin wobbly touch – like I said nobody really understands what they do – I have poetic license!

Elec – here we see the lesser educated “unter” boffins baffle everyone with their excellent work in the field of everything electrical from generators of mega kVA's to the simple household plug. Nico the night ninja, has conjured up a masterful plan of such magnitude that even the Hun would not expect us to use it for the 17th time, although some bloke in the mess called Bernard seemed to be singing off the same song sheet. His proposals to power up half the Afghan national grid have been met with much enthusiasm and approval, even as high as the National Assembly (Kevin is thinking of donating the plans to the Chinese – the Chinky Morse tapper!). If Nico gets his way and it all goes ahead, he will manage to power all the Patrol Bases with a combination of generators, load banks and interlock devices that even the Infantry will be able to use – well how difficult is an on/off switch! As with every project the paperwork involved was monumental and this was no exception – Nico managed to burn out one of Skip's printers just keeping up with the Pam's!!

Sando, Shuey and Powely busied themselves with numerous bodes – sorry I meant tasks – that have certainly kept the Battle Group equipped with all the power they can handle (including the outages which come as an added extra), and with the means to use that power – no mean feat. The Lads true worth was shown with their abilities out at the Patrol Bases; just “nursing” the old generators back to some semblance of fitness (no red tags here). Jarrod, who took a liking to anything that Shuey fixed/bodged, has taken it upon

himself to rework this excellent work, we like it - good luck mate! Such a wide ranging impression they have made that Macca heard about it back in Aus, rejoined the Army, and deployed himself here 2 weeks later just to be in on "the project". Sando's Meteorological POL observance gauge is a sight to behold, the way he has bent that plastic tubing it's just emotional - I have poetic license!

Vehicle – that engine room of the Battle Group, that bastion of the Workshop, they have strived and contrived to keep every wheel turning with a smile and an air and a fluffy bedside manor that even Matron would be proud of – it works well with the Inf crew's and keeps the Cav amused for hours. Under the watchful eye of the short bearded one (he of a distant land of Marmite sandwiches and cups of tea), Veh. has metamorphasised itself from de-central to centralised to A, B and C Shop. This has seen the insertion quite literally of some of Skippers finest men namely: Wng Cmdr Rhodes, who complete with smock is now Trooper X and heads up B Shop.

Big Mick Payne RAdml, who has run out of things to lift in the gym so has taken to contracting dysentery just to cut himself back in. Well chiselled, with good hair, (a man after Skip's own heart!) he is the man behind the wheel up at A Shop. Tony Sweeney is our dour man of mystery, some say MI 3 others say CAT 1, a sharp individual that has forgotten more about plant than ever Burdo could remember is the man running C Shop. A thankless task, but he shoulders the burden well, even after being surgically removed from young Ports – his offside the other half of "the C team" These chosen men manage a body of "chosen" nay "special" men of such calibre that even the venerable Rosman could shine in Skip's misty Port eye!

The A Team has amongst its brethren the A1/A Shop EME OPS man – Burnie (Andrew to his Mum), who even as we go to press is ready and charged to challenge the Workshop MIMS maniac Burdo for just that title. "A" gang that has included over the years or should I say months: Dave Butler – our Commander of vehicles all things armour, he just needs to nurture that love of tracks – chicks dig it Dave. Wheels, (even shorter than Skip) deserves pride of place in any mention in despatches that the Workshop should receive as the only man from the Workshop to actively seek out and destroy IED's with his Bushmaster, not once but twice and at a cost that gave the Doc some cause for concern. Between his Brazilian dance classes – Wheels still hasn't mastered the Rumba yet – the Doc's latest treatment. Jake McIlroy put in an appearance from 2 Cav and instantly raised the educational standard of Veh. Steve Dyer rocked up from 3 CSSB and realised quickly that anything CSSB do in this world just isn't real anymore – here he is rear gunning as we speak!

The B team equally gifted but small, (that's how my wife describes it !) see's the likes of Mick Coughlin, Mitch Sisley and young Brett Ardill toil away at the daily grind of achieving a lot from a little – the mainstay of the RAEME way. They do have the best work group in the world and the MIMS maniac loves them – not much I know but you take what you can in TK. Steve Hourn has seen his days on this deployment continually detached to the A team to exercise his new found Bushmaster skills.

The C team are even smaller than "B" but equally as special – especially if you are an Engineer Plant Operator who never seems grateful for any of Sween's efforts. Sween's now has Simmo from 3 CER and Prowsey from 3 CSSB, both deemed necessary to replace 1 x CPL Porter. This eases his daily burden, though some say increases it!! Gents – I have poetic license!

A1 – Well it started as a small going concern with the ASLAV F, the ASLAV R, and the Ambo. In country only a week they were to disappear for the best part of two months. Under the tyrannical leadership of Skip complete with his PD shorts, shirt, a slouch hat – just incase he was photographed for RSM (A) – and a beard that would put Capt Morgan to shame. In fact, the whole ensemble looked good and reminded the Combat Team Commander (Maj Trotter) of Torbruk. Skip, the Rat, Stirzy, Del, Howie D, and Zane



were to reappear out of the Dasht to a new world of change and centralisation much to their chagrin. Undeterred Darren Waters A1 – B (they arrived late – just like the Italians), with Skip produced a cunning plan that was so cunning it grew a tail and became a weasel – to form an underground A1 right under the noses of the OC and the Ace. It worked and gathered momentum, then officialdom and finally recognition. Real-estate gained with identity – oh look there's the A1!! This sees the original crew's doing what they should be doing – well except Skip who is typing this!!

Vehicle and the A1 have seen the likes of Howie D rocking everybody's world. Fitzzy came, saw, conquered Poppy's then went. Clemo rediscover his toolbox. Young Rosman do something. Keith Lill vocalized over important issues such as his leave, his tools and especially himself – he's ginger it's not his fault he can't help it. Talking of Ginger, young Graham Dorries as ginger as next doors ginger cat on national Ginger Day turned up briefly then left – nice Graham (by the by – you are way better than Keithy!!) They all tunnelled their way to freedom and real beer – Well done all round. Johnny Madden rocked up late as usual; still mad as a fish and even more content with his blossoming gut – just keeping up with his dog Bob!! love your work lads – I have poetic license!

RPS – Under command of the dynamic Hayden Mance, Adonis, have routinely through out this deployment provided this Workshop with nothing they have requested when they want it and plenty of "stuff" they requested when they didn't. It's all in the name of customer based service relations, something that Mancey prides himself on!! Aply assisted by Ivan – nude nut, why is my bald head cold, watch my dodgy knee – Kelly and the poker punching queen herself Megan Clarke, who has routinely fleeced Ivan and the Ace at the regular poker nights – so much so she now has her own full box of matches. Another plus of Megan is her superb collage of Ladies that adorn an entire wall of the RPS Warehouse. This has kept the lads immensely amused while they were issued the wrong stuff they didn't want. – I have poetic license!

Footnotes:

Henry "Chooka" does suit you even your wife agrees.
Burdo it is a disorder you can get treatment.
Johnny fat is the new thin – I like it.
Nico there are only a few trees left in this country stop printing.
ACE we can work with dysfunctional.
Darren it is, all about you.
Mr Morris it was a lovely pincer.
Sando thanks for the gramma – you speak better England than thy.

The author has total anonymity and any real characters portrayed above are purely coincidental and totally intentional.

Skipper
MRTF-2 Workshop
Jun 09 – Mar 10

MTF-1

by CFN Warren Buys

After a long pre-deployment phase, MTF-1 Tech Support finally descending into the Uruzgan province, Afghanistan. Morale was high as well rolled into the country throughout Feb 10, but things weren't as it seemed, as the dust settled and the takeover commenced from MRTF-2. After getting our heads around the condition and situation we had just gotten ourselves into, it was time to unchain the horse and see what our equipment, the environment, local population and Afghanistan as a whole had installed for us. Misconceptions and Fobbit lifestyles were soon demolished as RAEME elements travelled far and wide across our AO to resupply our troops out in the FOB's and to make sure all equipment was still maintained and operated correctly, or for the most part, that it was still actually there!

As per usual, it hasn't taken long for us to make contacts and friends with our fellow coalition forces. Our weekly catch up with our American counterparts and the ever interesting Dutch conversations regarding our technical expertise and what we can help them with, leaves our Brew room nicely stocked and many a memento and story to tell our friends back home.

The GE boys, headed by Jay "J Fed" Fennell and Todd "Toradon" Radonich soon hooked into the copious amounts of mysterious weapon caches hidden throughout our supply chain which seemed to of evade Technical Inspection, and after some retraining on how to read a green class label on weapons, things fell into place. With the assistance of our ever knowledgeable welder Tony "Dutchy" Van Drunen, we have survived the ever vigilant, but highly veritable knife show, which consisted of such tasks as memorial statues, custom number plates, flag poles, artificer badges, and the infamous shit burner, which looks strangely a lot like a portable crematorium...

Test fires seem to be a common yet necessary event carried out by GE, and we try and get as many boys along for the show, which usually ends up turning into a flock of sea gulls headed towards the distant sounds of 40mm grenade launchers going off. Our antics usually attract the attention of our allied friends, and some exchange of "friendly fire" occurs with a variety of foreign weapon systems in our sights. Needless to say that GE possesses some cracking shots.

With their powers combined, Sergeants "Russ" Russell, Steve "Mad Dog" Maher and Les "Milky" Prickett command the vast region known as vehicle section. The tempo of grease and rattle guns hasn't eased since we touched ground, and much appreciation and



gratitude must be extended towards our vehicle mechanics, as they have tackled and overcome many challenges which have been presented to them. Their shoulders bear the weight of witnessing and working on the aftermath of when a good day goes bad, and much respect should be shown for those members who deal with this reality time and time again.

Our stable boys (aka A VEH Section) continue to put in big hours as they tackle through their workload left over from winter, and pass on their thanks to the previous crew, as they truly are the busiest section in workshops, and are doing a fantastic job down there amongst the commoners (cavalry). The overtime they put in is equally counterbalanced with the antics they get up to, whether its Andy Gorine evacuating bio hazardous waste into his pants and then having to ride back up to the lines to change them, or the coincidental timing of Lindsey "Gards" Gardner and Kieran "Dawso" Dawson falling ill at exactly the same time due to maybe taking too much advantage of man-love Thursdays, the boys continue to battle through and stay committed to the cause. However with the impending visit of MAS, work is starting to slow down as the focus shifts from being results driven to policy driven, but only until such times as they depart on their merry gonged up way, and then things can return back to normal.

We were recently informed that we actually do posses an EIR section, headed by a certain SGT Mark "Dribble, with a G" Gribble, however rumours still circulate as to the exact location of these mysterious beings, as they continue to come and go throughout the AO, leaving a trail of cut wires and smouldering solder in their wake. Recently the twins, aka Dan "Brailsy" Brailsford and Reon "Junior" Senior have been separated due to a heavy work load at two of the FOB's, these particular two FOB's being dwarfed by unsurpassable mountain ranges, yet they still managed to keep in contact with each other, and are no longer classed as Fobbits. Benny "2IC Elec" Watchorn is the youngest member of EIR and has taken over the generator shed as his own personal domain where he ponders over his daily taunts from the shortest man in the workshop (Dribble). Elec section has been one of the luckiest sections to date, with their very own Tom "Prod clerk" Griffiths, who is doing a smashing job earning this pay, the highest paid clerk in the ADF.

Mark "Maxi" Walker and Dan "Sinno" Sinclair have been grinding





away at the enormous workload in Boffin land, fixing just about everything even if they've never seen it before! They also fight with Dribble with a G over the only computer that lets them check their eBay items. But without them all, and the skill that they provide, we have come to realise that power equals work, but most importantly power equals music, and the music must prevail!

GEIR (GE and EIR) has a whole have managed to rid their area of the greaser infestation which had plagued them for the past few months, sending them all, EME OPS included, scurrying to the shallow end of the gene pool (next door). In other words, the hostile take-over of FDC next door, which everyone thought wouldn't happen, has, as the ASM continues to grow his ever expanding empire, ensuring everyone knows that they are not safe from the mafia grasp.

By this time in the piece we should introduce the members of our recovery Camel-toeing service. The adventures of Nighthawk and Dragon aka CPL's Robert Lowndes and Shaun Spohn span far and wide throughout the valley, tales of their legendary exploits reaching even the most unwanting ears, distributed by their colleague, "Mr Wicks" (CPL Anthony Wicks). Whether through insurgent activity, truckwit driving expertise, or just plain bad luck, the Wrecky Mechs are always there to bring you home, and the skills and dedication that they provide are unmatched by anyone in the MEAO.

But no need to fear, our RPS is here. While the main body of workshops were about to step foot onto the long plane ahead to deployment, their illustrious leader SGT Bernie "Flunky" McAlister was busy conducting his hand over from MRTF-2. With the help from his faithful lapdog and apprentice CPL Phil "Shawdog" Shaw, the taking over of the reins was like a well oiled machine. Soon after, the worker bees arrived in the form of PTE's Gavin 'Cooly' Coulthard and Anthony "Lavs" Laverty, and they both hit the ground running. With an entire battle group to supply parts for, the RPS boys had a big job ahead of them.

Moulding the RPS into a thing of beauty was going to take a lot of time and even more hard work. Hidden RSG, lost items in transit, and missing items of equipment were just the start of the fun and adventure's the new RPS team had before them. However, with a great deal of help from the workshop lads, continual stock takes, and all round clean ups, the boys are well on the way to making their RPS the best in country.

Praise must also be given to our brethren out in the combat teams, doing the yard yards, maintaining the equipment on site where the action is, representing the RAEME tradition, flying the flag and being held in the highest esteem by those that they support. All trades are represented, with each having a vital role towards our various goals and overall mission.



We eagerly look towards the near future, as our ROCL and ROCTFA lies just beyond the horizon, with the anticipation of rest and loved ones close on everyone's minds, and hoping to reach the ultimate goal, of all returning safe and sound to our family and friends back home.

The following belong, are bound to and immortalised as members of the clan we call MTF-1 Workshops.

EMEIOPS: CAPT Fry (OC), WO1 Gladdish (ASM), WO2 Saches

GE: SGT Griffin, SGT Unsworth, CPL Fennell, CPL Van Drunen, LCPL Radonich, CFN Anderson, CFN Buys, CFN Earnshaw, CFN Ryan, CFN Wallis

EIR: SGT Gribble, SGT Phillips, CPL Griffiths, CPL Walker, LCPL Sinclair, CFN Brailsford, CFN Senior, CFN Watchorn

VEH: SGT Maher, SGT Prickett, SGT Novello, SGT Russell, CPL Dewhurst, CPL Miles, CPL Toohey, LCPL Foster, LCPL Harris, LCPL Murphy, CFN Carlsen, CFN Ccoote, CFN Dawson, CFN Gardner, CFN Gorine, CFN Jones, CFN McSparron, CFN Osborne, CFN Taylor

RECOVERY: CPL Lowndes, CPL Spohn, CPL Wicks, CFN Nicolas

RPS: SGT Mcallister, CPL Shaw, PTE Coulthard, PTE Laverty

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Army School of Electrical & Mechanical Engineering (ASEME) in 2010

The first part of 2010 has brought many challenges as well as rewards to the staff and trainees of ASEME. The year began, as per previous years with newly posted staff members eager to take on an instructional position in their respective trade. The four wings had also received changes in the key appointments and the restructure of the Careers Advanced Training Wing to encompass the Special Equipment Groups. ASEME facilities and equipment has had very little modification or reconstruction with the wings having to manage an increase in the number of trainees into Initial Trade Training (ITT).

From a headquarters perspective, 2010 will be a turning point for ASEME as we look to put to tender the civilian instructional contract currently provided by Scientific Management Agency (SMA). As this goes to print, the CO, LT COL Todd Ashurst and the XO, MAJ Alistair Rankin along with key technical and command personnel are formulating the Statement of Works.

This document will form the basis for tender and will provide a civilian organisation with an in-depth understanding of what training ASEME provides for the technical tradesmen of the Army. The school would not be able to function without the additional input of civilian instructors, this being more obvious in recent times. As the Statement of Works is drafted, ASEME looks to its most important assets being the ITT trainees and continue to train and prepare them for soldiering.

Discipline has been a great talking point amongst all at ASEME. The ADJT, LT Lisa Shearer has been providing officer assistance to the RSM, WO1 Jason Ballard to maintain order across the ranks. The ADJT has also implemented reform across many areas and processes in ASEME to allow clearer scope for both staff and trainees to operate. The RSM is still coming to terms with managing two important jobs but has not let the travels and up keep of Corps RSM take precedence over RSM ASEME.

The Operations Cell, headed by CAPT Nigel Bellette has been working long days to provide ASEME with a comprehensive training continuum and up-to-date calendar. Warrant Officers Al Sinfield, John Prince and Darren Cardwell have been able to assist in the smooth operations and maintenance of the engine that keeps ASEME functioning. Basic soldier skills have and will continue to be a key focus for the Operational Cell for 2010.

The Administration Cell has also received reform to allow for more detailed and comprehensive handling of ASEME's internal administration. CPL Raelene Watkins, an experienced clerk has provided a vital filter in ensuring that both staff and trainees are receiving the correct entitlements. The Admin Officer, LT Steven Foenander enjoys his days being filled with random and unusual issues that individuals present. The Admin Cell will regularly enjoy long days to ensure that the wings are provided with timely and punctual processing and feedback.

To conclude, 2010 will continue to be a challenging and fruitful year for all.

Vehicle Technology Wing

For those in VTW who thought that 2010 would be a quieter year than 2009 they were sadly mistaken. Far from a drop in pace, the wing has been working harder than it has before with continued restructuring of the Initial Trade Training (ITT) course, specialist courses and the new military training curriculum. Evidence of this high tempo can be seen across the board within the wing. There

are new developments in trade training such as the impending implementation of air conditioning training for staff and ITT trainees and the prospect of trade trips around Victoria for many trainees. Similarly, wing staff is hard at work preparing for the commencement of the revised ASEME military training program. This will see the corps' newest members taught a wide variety of skills, ranging from basic soldiering skills through to offensive and defensive operations, all designed at producing a high quality soldier tradesman ready to march into the deployable forces. The new, higher standard of military training is set to ensure that the quality of soldier training at ASEME is of the same standard as the trade training. On a final note, the wing continues to dominate ASEME inter wing competitions, and is ready to make another good showing in the Riverina Murray Valley area ANZAC Day ceremonies.

Armament Construction Wing

The beginning of the year for the Armament Construction Wing has started at a fast pace with new challenges and obstacles at the Army School of Electrical and Mechanical Engineering. The wing has been kept busy with the roll out of new Training reform SOP's and the gradual change to blended learning for both Fitter Armourer and Metalsmith trainees. These changes have also been accompanied by the opening of new facilities such as the weld simulator room.

ITT:

ITT training for RAEME's new tradesmen began in early February and has continued at a high tempo with the trainees working with both lock step and flexible learning modules. The wing is now rolling out a suite of E-Book learning tools such as Engineering Drawing and Precision Measuring with other E-books to follow such as fitting techniques, Drills and Drilling, Hand and Power Tools and Small Engines which will be released through out the year. The wing is still currently planning to increase the amount of self-paced learning within the ITT course with the goal of allowing trainees to progress through their training without the traditional hurdles of a lock step course.

Welding:

The most exciting event to happen this year is the opening of the new weld simulator room which will be utilised by both metalsmiths and fitters. Trainees now have the opportunity to increase their welding skills in the virtual welding environment prior to stepping onto the floor. This new capability has proven to increase the quality of trade training and the quality of welding being achieved by trainees improving significantly through out their use.



CFN Redding using weld simulator.

Other activities:

The wing staff and trainees have also shown their commitment to the continuation of the military training curriculum over the beginning of the year. The School's renewed focus on the training of Soldiers first; Tradesmen second, set the tone for a redesigned military training program and the culminating Exercise Broad Horizons. Training has been brought back to basics with the emphasis on the need for soldiers to learn how to fight 'a war'. The first Military training weekend was a great success with a great majority of trainees passing and enjoying there range weekend at Kapooka.

The rest of 2010 will still be at a high tempo with the remaining Military weekends to be conducted, Exercise Broad Horizons and of course the continuation of trade training.

Electrical and Electronic Systems Wing

The training year at the 'Premier' wing or Electrical and Electronic Systems Wing began with some significant command team changes. EESW saw a new OC/SI, MAJ Chad Stonier, three new platoon commanders and a new ASM electrical, WO2 Mick Fernandez, who stepped up from an instructor to take the reins of the important role. Along with a host of new instructors who were all keen to make an impression on the trainees.

The new OC was quick to instil the importance of 'mornos' to the young impressionable LT's, who now at every available opportunity are ducking out for a 'brew'. The new platoon commanders include LT Adan Toombs (6 RAR), LT Eaun Daulman, who graduated RMC in Dec 09 and LT Mike Jeffrey who came to ASEME with no uniform and had spent the past four years having a paid holiday at Monash University, where he was lucky enough to find a commission in his sultana bran packet.

The training reform for the ECN 418 training has been completed. This means the trainees can work at their own pace through the majority of the course. This has caused havoc for the EME ops cell where trainees are clawing at the door like zombies to get their next learning unit.

EESW conducted their annual Range weekend at ARTC from 12 Mar 10 to 15 Mar 10, which culminated with the Obstacle course competition. The weekend was a big success with some trainees achieving very good results while shooting and the determination shown on the obstacle course was very impressive.

On the sporting front ASEME held the annual swimming carnival. EESW were a rank outsider for the event; however some heavy lead up training led by LT Daulman and SGT 'Fred' Zukowski helped the 'underdogs', who subsequently won the event. The day was filled with controversy as VTW protested the results, this was to go on deaf ears and EESW were declared the champions.

The addition of the Military training weekends may have upset some of the Boffins, who have been forcefully removed from their playstations, kicking and screaming. EESW has had a good start to the year, with many more exciting challenges and changes on the way.

Careers & Advanced Training Wing

The new year saw ASEME's new, premiere sub-unit, Career & Advanced Training Wing (CATW), being almost fully staffed and ready to do business. CATW was formed out of the old ASEME Career Training Cell in mid 2009 and is now responsible for the conduct of all induction, specialist and promotion courses for RAEME based trades. This leaves the other trade based Wings free to get on with the business of Initial Trade Training (ITT).

CATW has taken up residence at Latchford Barracks where its HQ, Career Training Group (CTG) and elements of the Specialist Equipment Training Group (SETG) live. We also have a large piece of real estate at North Bandiana (NB) where the majority of SETG lives.

The CTG is responsible for the delivery of Common Induction Training



SETG's M88 Hercules, ready to pounce.

(CIT). This is the first point of contact for all trainees that come to ASEME. Whilst at CIT trainees will learn Corps Ethos, OH&S, basic technical documents and defence writing. They will also ensure their numeracy skills are at a standard where they can undergo ITT. Once trainees complete CIT they move onto ITT. CTG also delivers the Subject 4 suite for CPL to WO2. In 2010 over 375 trainees will complete CIT and approximately 435 members the Sub 4 CPL/SGT/WO.

SETG is responsible for all specialist platform based trade training beyond ITT. There are 6 cells within SETG and each of these reflects the various trades responsible for the maintenance and recovery of Army's land platforms, detection and weapon systems. In 2010 SETG will run 38 courses both at NB and interstate. We are currently running the M88 Recovery Operator's Course which attracts a lot of curious onlookers due to the size and immense power of the platform used. One can't help but be envious of the Recce Mechs that get to crew and use the M88 exclusively. I guess that's just one of the perks of being a member of RAEME Corps.

With over a thousand trainees and students coming through CATW in 2010 it is sure to be a busy year for the Wing. This, however, will no doubt be taken in the stride of the staff and instructors of what is the premier Wing of ASEME.



Recce Mechs install an M1A1 power pack using the M88's main boom on the Operator's Course.

Team Fart

8/12 Medium Regiment TST (2010 model)

HQ

2010 saw the arrival of CAPT Shane Cadan from 5 AVN Regt replacing the promoted and departed MAJ Steve Venning. Stayers from last year were the Engineering Officer, LT Dan 'Bindi' Irwin, and the ASM, WO2 Bert Greenfield.

The first hurdle the headshed were required to cross was the annual 'visit' from the friendly team from MAS. Despite their best intentions the unit actually did pretty well. This was followed up by the complete re-write of the unit TIMP and some reverse cycle training. This was well received by the hardworking team, and resulted in a substantial reduction of the unit backlog. This was followed by an ASM golf day where several of the staff displayed some serious personal issues involving cross-dressing. Luckily the golf course was on the RAAF Base, although we believe that some of the members were more than a little interested.

Deployments, courses and the annual Beer Can Regatta look certain to occupy the remainder of the year, and the TST still has no mascot which accurately reflects the abilities and attitudes of this outstanding group. Suggestions so far have been a crocodile – as bravely captured by Tam, a gibbon – because they perform a lot like us, and of course a giraffe – suggested by Steve Venning – although nobody is quite sure why. We'll have to give it some more thought. The exercise season is about to kick off with Ex Predators Walk, Pred Run and Pitch Black all requiring TST participation and guidance, and EX Hamel later in the year in Townsville. The lads are looking forward to this as they really enjoy the two weeks on the road, getting there and back.

TST wish CAPT Cadan and Tam all best for their deployment to the sandpit – good luck, stay safe, see you next year.



VEH Section

by LCPL Wells

Vehicle Section kicked off the year with new and old faces. Posting in were LCPL Wells and still a digger CFN 'Billy-dreamboat' Manderson. Still maintaining MASS production are SGT 'Ralph' Hill, CPL Rosenow, CFN 'Tam-tation' Nguyen, CFN Chircop, CFN Hunkin and CIVY Doug.

The workshop was invaded at the start of March for a week by MAS,

which turned out well. CFN Hunkin went on the AS4 Maintenance course and the rain still keeps coming. Although the year has started off quiet, there is a big year ahead with our favourite holiday destinations of Mt Bunday and KFTA. The uprising of 102 Bty in Adelaide will begin and the lucky members to join them will say goodbye to crocs and hello to God in the city of churches.

With Ralph at the end of his time and Rosie keen to take the next step, Billy the 11 year crafty is still avoiding JLC like the plague. More driver courses are becoming available and our members will be qualified to drive our own vehicles. This means not relying on the truckies to cart us around. The year to come will be interesting with exercises and deployments.



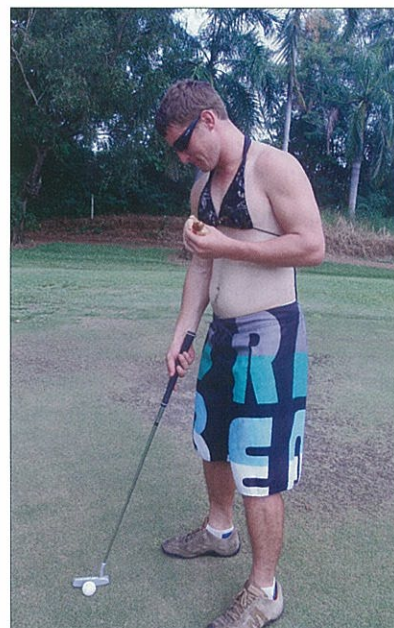
Recovery Section

by CPL Reid

With Recovery Section down to one with the posting out of CFN Brady "ballbag" Mather it was still another slow start to the year with the average day consisting of Non-Techs, spreadsheets, bubbles and the occasional bogged tractor job from the Regt 2IC.

With the first of many Mack courses being run in the unit in god knows how many years, it's likely that we'll see a few Mack recovery jobs with the amount of gear crunching going on by our fellow RPS members.

Luckily the unit tempo will lift in the second half of the year with deployments and exercises to High Range in the near future.



EIR Section

by CPL Redman

The year started off slow for EIR with CFN 'Howie' Howard on JLC for two months in sunny Adelaide and CFN 'Jonsey' Jones off to SUB 2 for CPL, leaving new march in CPL 'Red' Redman to hold up the fort.

While the boys were on subject courses Red was placed on a SCCC communications course leaving EIR with a manning of zero for a few weeks letting the jobs slowly pile up just in time for an intake of keen new OJTs.

Jonesy returned to get his 6x6 licence and take the reins of the Brew Club while Howie came back to being smashed with jobs being the sole Boff in WKSP and taking to it with enthusiasm. While Jonesy was around for a month or so it wasn't long before he was off on JLC making EIR a very coursed up section.

Hopefully the second half of the year will see some consistency with pers on the floor and getting in some serious brew club functions.



GE Section

by CFN Auden

The year started with a promotion course for myself, and gun courses for CFN 'Blue' Windler and CFN N. Jones leaving SGT Spark, our new Sgt, to run the rock show in GE for Feb.



TST completed two weeks of running both night and day shifts in March. Night shift was able to push through large numbers of jobs without the usual daytime interruptions. The high work output was rewarded with an ASM's Golf day to let off a little steam. There were some near misses from both badly hit and well aimed golf ball and some startled looks from other golfers when they sighted some of the boys' golf attire. A fun afternoon for all involved

SGT Spark and Blue both managed to gain weapon qualification for Pistols and Mag 58 This proved to be a painful experience as all fitters will understand. Blue and I also picked up F1 and F3 grenades. CFN Jones is now back in Bandiana learning M198 being the last GE member to get the qualification. In May we welcomed our new Metalsmith, CPL Monaghan, a lateral transfer from the UK. He is back on the tools after dropping a couple of ranks to slide into the long vacant position in GE.

Around Easter, while everyone was on leave, the ASM claimed to have assisted DMO carry out a modification to the guns. The guns have actually been modified, the ASMs claims are being treated with some scepticism as no one can recall him getting his hands dirty for a number of years.

RPS Section

by SGT Newman

The year started with the change at the helm SGT Smith posted out down the road replaced by SGT Newman. With swift changes to some of the procedures the two old foes CPL Lowes and PTE Pickard returned from Xmas leave not knowing what hit them.

PTE Pickard started his JLC course in Adelaide and left full of enthusiasm however fell short out bush with heat exhaustion. Apparently they ran out of cans of harden up.

Holding the fort back at the RPS was CPL Lowes and SGT Newman. RAEME kept us busy in sending parts requisitions down range. Parts demands were met to keep the RAEME critters working through the night for a constant 2 weeks.

CPL Lowes has been placed onto a Mack course to be able to be qualified to drive the RPS out bush. So look out all pedestrians and trees that might jump in the road of CPL Lowes driving skills.

21 Construction Squadron Workshops

by CFN Shearn

This year 21 Construction Squadron had a busy start with many tasks to complete. IMT's was first up for the year with almost the entire unit attending. This year its 21's turn for AACAP at Pukatja, as well as a Foghorn Leghorn trip to Townsville. The big move to our new location in Amberley will be carried out towards the end of the year. Workshops also had a changeover of staff and farewelled a number of members to core transfers, civy jobs and postings. We farewelled the following members:

- WO2 Bishop
- SGT Brooks
- SGT Corcoran
- CPL Boswood
- LCPL Massie
- LCPL Moody
- LCPL Little

We started the New Year by welcoming the following members:

- WO2 Moorhouse
- SGT Hingston
- CPL Rose
- CPL Osbourne
- LCPL Jackson
- CFN Brown
- CFN Barry
- PTE Jefferies

EX – Rooster Warrior (IMT)

21's IMT Ex was carried out at Canungra Training Area. We were blessed with rain throughout the entirety of the exercise and felt the most on the first night. Turns out using your hoochie as a cocoon is not a good thing to do, Ben Friend. The rain also had a damaging effect on last year's fire trail job; this was seen first hand when all sections walked the track which turned into a climb across cliffs and waterfalls. All in all, it was a good Ex with plenty of man love and nuding up.

EX – Foghorn Leghorn

Last years Foghorn trip consisted of the construction of two patrol bases for pre deployment training at High Range. The pad for a Quala (mud house) was also laid.



21 Const Sqn new home at Amberley – Still under construction

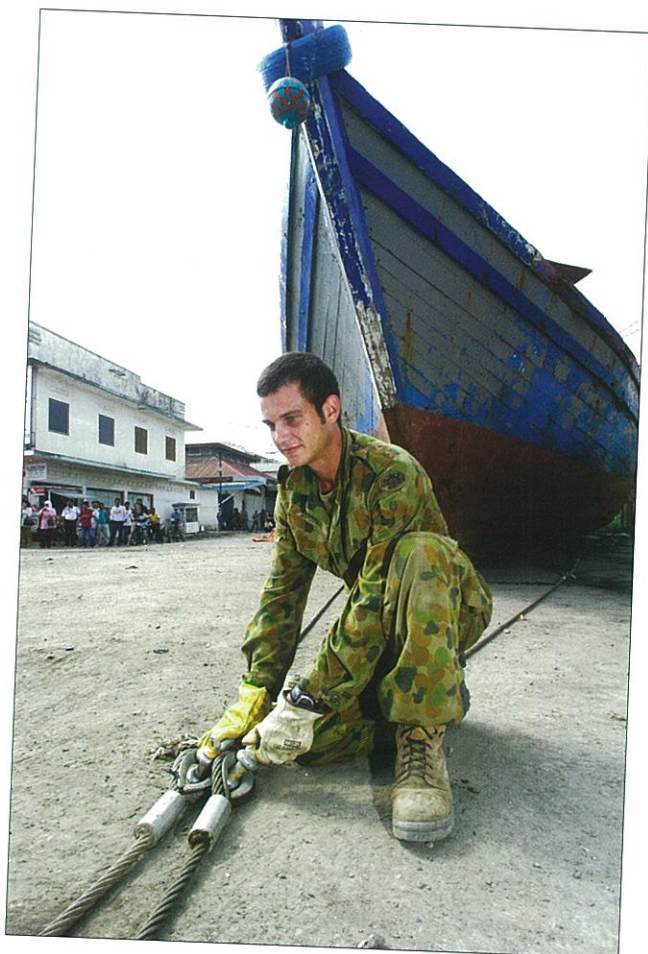
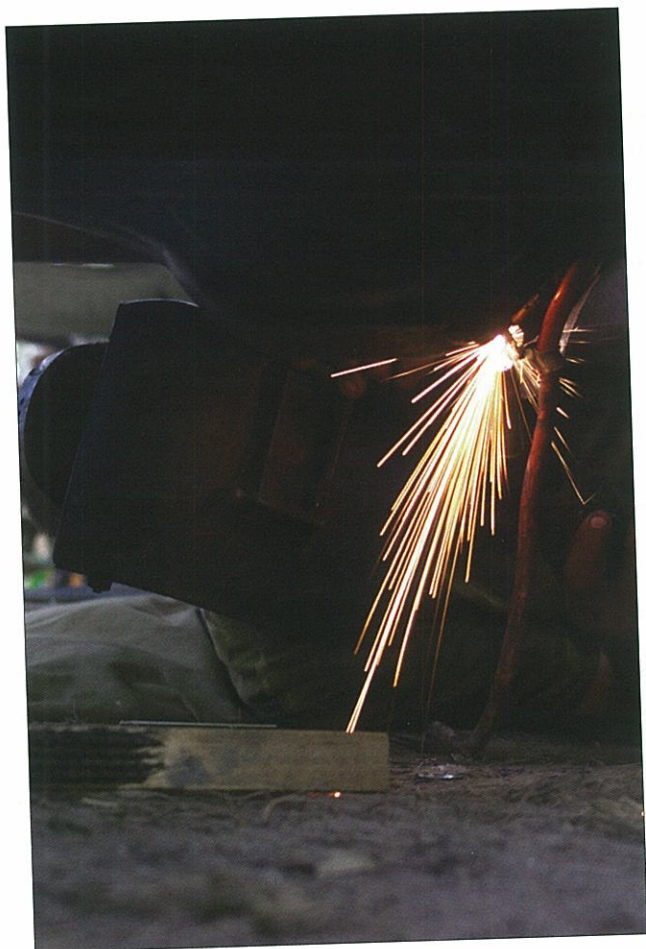
This year the Quala will be constructed and will take approximately six to eight weeks to complete. In normal RAEME style we are packing comfort heavy and travelling in a GMV series Winnebago and Mack with caravan.

EX – Saunders. (AACAP 17)

This years ACCAP is located in Pukatja, South Australia and will be over a period of four months. Workshops will be supporting the exercise, half going on the road move to Pukatja and a staff change mid exercise. 21 Const Sqn will be constructing 3 houses, a road, and a pipeline for the Aboriginal community of Pukatja.

The move to Amberley

The construction of new facilities located at Amberley is well underway and will be completed by October, of this year. Members left behind and not on exercise will be busy packing ready for the move. The size of the new unit is considerably larger and the new facilities will be a welcome change to our current location. 21 Const Sqn in its entirety will be parading from the new location in the New Year.



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3 CER

by CFN Warren Buys

There have been many changes for 3 CER WKSP in 2010. The end of 2009 saw us farewell our temporary home in the WWI facilities at BSQN ¾ CAV and stepping into the modern age when we returned to our 60 million dollar upgraded workshop. The only things that were not upgraded were our five civilian workers, Gary, Chris, Neil, Andrew and young Kay. Kay is only a spring chicken as for the rest, Dad's army comes to mind. One could confuse 3 CER WKSP for a retirement village. However they are a wealth of knowledge and have become very good at telling olden day stories which promise to entertain for a long time.

2010 was the year to shine for Workshops and get all our kit in the right basket. For 2011 a dreaded deployment year awaits. The OC WKSP LT Bowden called a snap set of orders for how 2010 will roll. Work hard was the motto, however in true crafty style it got messed up and interpreted as "Hard Work". These directions seem definitely to have been followed through on and achieved.

In keeping with the make "Work Hard" motto, we hired a prod clerk with a name that is hard to pronounce Postlethwaite. Most people just call her Fiona.

The new and improved ASM W01 Carroll sent out his men to the Squadrons for FRT work. A concentration of effort would have made work easy, so in getting with the hard work theme the workshop was split up with increased workload. That will impress the OC WKSP's!

EMEOPS got off to a fine start early on with W02 Stephenson getting a few vehicle mechanics off to conduct vehicle inspections on buildings. The Main Q has never been so structurally sound.

The parts system was yet another area where things became made hard work. W02 Finmore kept the wishes of the OC WKSP giving the boys a difficult job counting pencils this time with their shoes ON. CPL Meier and PTE Lewko have managed this task, however unfortunately CPL Whitman is still struggling.

On the vehicle side of the house the return of CPL Sweeney from Afghanistan, has seen him busy, mostly eating trying to get some muscle on his skeleton. Eating sand for eight months is a fantastic way to lose weight.

The vehicle SGT Newman had been busy doing leave apps until those MAS blokes rocked up. They are naturally talented at making hard work (taking our motto to a whole new level). Consequently SGT Newman has been busy creating a register for everything (ie. tyres, jacks) and just when people had thought he'd finished all the registers, SGT Newman made a register for all his registers.

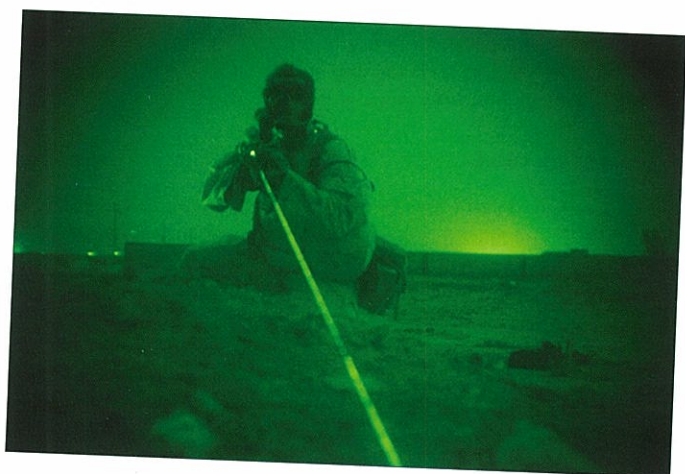
The life within workshops for all was very hard with manning being depleted by courses, parades, non-techs and injury. We are not exactly clumsy (no actually...yeah we are clumsy), but hard work would not have been achieved without all these events and in following with the OC's directive. The biggest injury was a young CPL who realised water and soap are not a good combination on the shower floor! He still maintains it was parachuting, but we all know the truth or should I say CPL Trew.

Two of our newcomers to the WKSP have been very busy bunnies doing the hard work 9 months ago. Vehicle CPL King and Tow Rag CFN Schrieber became fathers after their little one's were born on the same day. There must have been a power outage or poor TV reception during that period. This left even less people to do the work.

Here at 3 CER WKSP we may not be fit, have all our hair, we may be a little bit tubby, and even be a little bit old. But we have one thing I would like to tell you guys, 2011 is 3 CER WKSP's time to deploy to Afghanistan.

SO WHERE THE BLOODY HELL ARE YA!





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ASIA PACIFIC AEROSPACE

TSS, 5 Avn Regt Major Changes

It's been a busy year for Technical Support Squadron (TSS) at 5 Aviation Regiment with some big changes and continued support to operations. Firstly there has been a major restructure in TSS with a new command structure and the consolidation of all aircraft maintainers and TSTs into TSS. Support to operations is the main priority though, with our Timor Leste Aviation Group (TLAG) 13 deploying into country in February replacing TLAG 12, also from 5 Avn Regt. This was followed shortly by the deployment of the well prepared TST for Rotary Wing Group (RWG) 5 to Afghanistan to reinvigorate Australia's aviation contribution to ISAF Regional Command (South). Introduction into service with the appropriate milestones for the MRH-90 is also a driving force at 5 Avn Regt. The Multi Role Helicopter (MRH) maintainers have excelled so far as the MRH-90 milestones and achievements still continue to progress and develop in 2010 as the effort builds with this future air mobile platform. In addition TSS has continued to provide technical support to many other flying exercises and sorties across the three aircraft types: MRH-90, S-70A-9 Blackhawk and CH-47D Chinook. These exercises will continue with a focus to the culminating exercise in October, Ex HAMEL, which will see massed aviation operating in north Queensland.

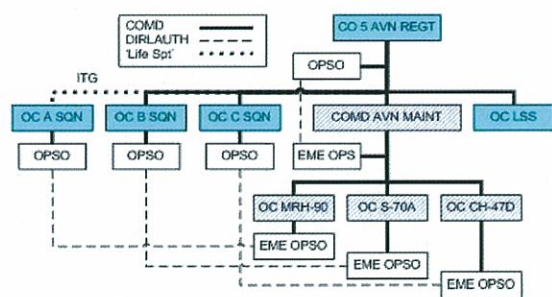
Changes to TSS

The technical support structure within 5 Avn Regt has been significantly changed. As of 8 Feb 10, all aircraft technical support within 5 Avn Regt is under command of TSS. TSS is now commanded by LTCOL Chris Bell (RAEME). LTCOL Bell's official title is Commander Aviation Maintenance (CAM). In addition to this, three RAEME Majors have been established within TSS as OC/SMM MRH-90, S-70A and CH-47D respectively. With all aircraft maintainers, RPS and an orderly room now consolidated into TSS our numbers have swollen to approximately 400, with about 350 RAEME members.

In a complimentary change, the TSS EMEOPSO has been relocated to Regt HQ to work with the Regt OPSO and a RAEME CAPT/LT from each of the aircraft type technical support elements has been embedded within each Sqn OPS cell. The aim being to ensure accurate, detailed and early planning forecasts are agreed and passed to the supporting technical elements to ensure maximum aircraft availability and ROE generation.

The priority outputs of the revised TSS reorganisation are: to provide more detailed technical oversight and management to each aircraft type, to provide closer support to technical managers and supervisors and provide required aircraft availability. The big challenges for TSS have been to manage the changes down to CFN level and deliver well planned and managed technical support so we can continue to provide large quantities of safe, serviceable aircraft to allow the unit to provide air mobility and battlefield support to the ADF.

The revised TSS organisation can be seen below.



5 Avn Regt
maintenance
organisations

5 Avn Regt now operates as three separate Authorised Maintenance Organisations (AMOs) with a Maj SMM for each. Previously there was one Maj SMM who maintained the three aircraft types under the same AMO. The next most significant change has been the transfer from regimental Standing Instructions (SIs) to Brigade SIs. This will ensure that the three Regiments of 16 Avn Bde operate under one common set of procedures.

Multi Role Helicopter – MRH-90

The year thus far has proven to be a somewhat frustrating period for the Dogs. Despite best efforts of all involved, a number of unforeseen problems have hampered what had the potential to be a great start to 2010 in terms of serviceability.

January saw the push of three Multi Role Helicopters (MRH) to RAAF Edinburgh, with the aim of achieving aircrew training not able to be conducted in Townsville due to weather constraints

Ironically the detachments departure from Townsville was delayed several days due to weather, and the transit south was again hampered by bad weather such that our crew did not arrive in Edinburgh until 10 Feb, focussed and keen to get the job done. Unfortunately however, due to a number of unforeseen individual component failures, namely windscreens and MGB oil cooler fans, much of the planned flying was not achieved, despite the tireless efforts of maintainers.

April again saw MRH90 maintainers heading to SA; two crews were detached, tasked with preparing A40-006, 007 and 011 for transit from Edinburgh back to Townsville, as well as providing maintenance support for A40-009 and 015 being utilised for testing by ARDU at Woomera.

The excellent work conducted by maintainers at Edinburgh saw the preparation of the three aircraft proceed very much according to plan, with A40-007 departing as scheduled on 13 Apr and arriving in Townsville, serviceable, the following day. On 20 Apr, A40-011 departed Edinburgh enroute to Townsville. However, approximately 45 mins into the flight the left hand engine failed, much to the shock of the crew and maintainers seated in the cabin, resulting in a return to Edinburgh.

However, despite these obvious setbacks there have been some very positive outcomes for A Sqn. Support to the NZDF during the period 27-28 Feb saw A Sqn provide one aircraft to carry out deck handling and stowage trials on HMNZS Canterbury in Townsville. The activity was a great success and was very much appreciated by the Kiwi's with the maintainers involved being specifically thanked in a letter from the NZCDF. We also welcome four New Zealand tradesmen who have joined us to start their training on the MRH in support of their country's acquisition of the state-of-the-art aircraft.

S-70A-9 Black Hawk

The S-70A-9 contingent at 5 Avn Regt is the largest in TSS, comprising Flight Line Tp, Hangar Tp (formerly Aircraft Repair Tp) and Ancillaries Tp which comprises the sheeties, life support section, NDT, GSE, surface finishers and the wash facility guys, all under the experienced command of MAJ Barry Skinner. Support to TLAG remains the highest priority through provision of personnel and the constant aircraft rotations between 5 Avn Regt and Timor Leste for major servicing. These rotations occur regularly and always provide us with hidden surprises.

EX SEA LION

Ex SEA LION commenced with a ramp up of aircraft activity from RAAF Townsville a week prior to embarkation. This involved deck landing on the HMNZS Canterbury, which had made the voyage from New Zealand for the exercise. On conclusion of rehearsals, the S-70A-9 FRT's embarked on the HMAS Manoora, which was to be the TST's home for the duration of the exercise. Three S-70A-9 Blackhawks were also embarked on the ship, with all three crammed on at the rear. This allowed one to be placed in the hanger whilst two remained on the landing pads.



Blade removal on the deck.

HMAS Manoora parked itself off Cowley Beach for the majority of the exercise, providing a pleasant view to the few islands off the coast. This also meant those without their sea legs were at ease. Aircraft assisted 2 RAR with beach landings and reconnaissance, also allowing aircrew to requalify all members of B Sqn on deck landings by day and night. TST members worked well throughout, which was seen by the high serviceability of aircraft over the exercise. However, I think those members who were a part of EX SEA LION will most remember the extremely good food had by all on board HMAS Manoora, which had some setting an alarm for 2300h to ensure they did not miss out on elevenses.

TLAG 13 TST

Following insertion into country to Camp Justice (APOD) in early February, TLAG 13 TST quickly ramped up to a steady state in line with the current battle rhythm. We are significantly impressed with the serviceability rate of our aircraft, save for the odd day or two of heavy maintenance. In saying that, the weather has been good to us considering we are still in the midst of the wet season.

One of our more challenging moments was an engine change to A25-107 two days prior to its Return to Australia for an R2. A big thanks to our fellow Ground RAEME brethren for the lifting support.



RAEME (Aviation & Ground) working in harmony.

Our three volleyball teams have made for some exciting competition around the camp. Let's hope we can deliver some great results throughout the rest of the tournament and at least one of our teams can take out the finals.

Preparations are also underway for a re-location to APOD West later in the year, some good advances being made along with the input from the TLAG TST.

We have members from both 5 & 6 AVN Regts; all taking the advantage of the constant workload to complete their ROA and Cert 4. Many newcomers have also experienced a trip or two into Dili, taking part in the barter for blanket and sarongs from local Timorese salesmen. Fun is had by all.

CH-47 Chinook

CH47 TST has been tracking along well, providing maintenance support to a constant variety of tasking. The team consistently works hard with minimal crew and the results have spoken for themselves. Keep up the good work!

RWG 5 is well established in the area of operations and has commenced tasking in support of Coalition operations. The TST has been maintaining 24 hour support in order to gain serviceability of both aircraft and has achieved outstanding results.

In addition to supporting aircraft serviceability the TST had to move its maintenance operation to a new facility, no small task in itself. This required a large logistical effort given the volume of equipment required to be moved. The TST really showed their true colours in the move as they managed to provide the on-line aircraft requirements enabling the aircrew to complete their in theatre qualifications, and the subsequent commencement of mission tasking.

The remainder of the CH-47 TST is busy supporting various exercises at home, as well as supporting routine aircrew training. The immediate focus of the TST is ensuring a smooth aircraft rotation to RWG, with EX HELICON LUK not far away, and EX HAMEL looming large on the horizon.

Conclusion

It's been quite a busy start of the year, and the tempo won't be reducing any time soon. The focus for the rest of the year is to continue providing serviceable aircraft for the various upcoming exercises. These include EX ANZAC ROTOR in New Zealand and EX HELICON LUK in Papua New Guinea in July for the Black Hawks and Chinooks respectively.

These exercises will see these assets conducting high altitude training for a couple of weeks, which of course means quite a large RAEME footprint gracing the gentle slopes of our close neighbours. However the 5 Avn Regt focus for 2010 (not including support to operations) is EX HAMEL in October, where the three Regiments of 16 Avn Bde will converge on Townsville and operate as a massed aviation capability. This exercise will certainly put us all in the spotlight and really test our ability to provide effective support to a high flying tempo.

Arte et Marte

101 FD WKSP COY, 1CSSB

by LT Angela Langdon

Ex Crikey 2009

2009 finished with a challenge for all 101 Fd Wksp members that is synonymous with the Top End. Crocodiles; they come with the Territory. They grow, they feed and exact violent retribution on people who don't pay them the appropriate respect. They are fearful creatures. The men and women of the 101 Fd Wksp recently showed the mettle to confront some of the reptiles during an exercise designed to build confidence, whilst also assisting the local crocodile research facility and tourist attraction, Crocodylus Park to move several from the pens in which they had been growing to more suitable accommodation based on their sizes.

The odds were daunting as the soldiers who ranged in height from 165 to 184 cm, each with no more than 32 teeth, met head on with approximately 300 crocodiles, most of which ranged from 180 to 200 cm, each armed with considerably more teeth and more importantly, a clear intention to use them. Each croc required at least two people to lift them out of the tub in which they had been hoisted out of a 3 m deep pool. They were taped before being measured and assessed for health by Park staff before being released in small pens.

The release was found to be the most challenging activity as it required the crocs to be reversed into a metal cage, not much wider than themselves prior to having the tape removed from their mouths and cage closed. The speed, power and ferocity of the crocs jumping and snapping as the cage doors were closed certainly got a few hearts racing.

Other crocs needed to be released into open pools, generally two at a time, where the only protection offered to the releasers was one Park staff member with a broom handle and a keen set of eyes. This didn't stop a few close calls which later proved to be good fodder for tales at the bar.

In the end, the crocs were moved to pens suitable for their size and the brave men and women who accepted the challenge left with a new found respect for the reptiles and the work being done by the wonderful staff at Crocodylus Park.



CFNs Joe Edmonds and Tim Penna



Southern Reach 2010

Over the period Feb – Apr 10, the crafties put their spanners to work in Cultana for Exercise Southern Reach 2010. This was achieved through the utilisation of two rotations of approximately 50 personnel in total to support maintenance requirements.

Not only did the boys put their trade skills into practice, but also in a different capacity. Where time permitted, both rotations were tasked with 'projects' in their own time in order to refine their technical design skills.

Rotation one, under the command of LT Steve Madsen, successfully made a rotisserie of enormous proportions. The guidelines were



simple; must be electronic, have a large capacity for coals and able to support 30kg of meat! In typical RAEME style, the members scrounged for parts to turn this into a reality. However, some problems arose with regards to the speed of the motor. Firstly, the 'acquired' washing machine motor was ridiculously fast. This was slowed somewhat with bicycle gearing, but this did not reduce the speed enough. After much deliberation, it was decided to try the gearing system from an abandoned water sprinkler system, courtesy of Range Control. This proved to be the preferred method and although getting the meat onto the rotisserie is another story; to achieve this, the craftsmen proved how versatile they are. The 2009 Wksp CFN of the Year, LCPL Peterson and CFN Brook were stand out performers throughout the deployment.

Rotation Two, under the command of LT Tarrant Fuller, had quite an opposite project. One word – Trebuchet. A trebuchet is a catapult that works by using the mechanical advantage principle of leverage to propel a projectile much farther and more accurately than other catapults. This certainly had the crafties working around the clock to get this up and running! An enormous amount of time and effort was put into this venture, but regrettably this will have to be completed when time permits. Maybe next exercise.

Of particular note, CPL Shaw and CFN Burton worked exceptionally well whilst in Cultana. Both members demonstrated outstanding soldier skills as well as a broad understanding of RAEME-specific field skills.

Archway Unveiling

It was many years in the making to re-establish the Archway at 101 Fd Wksp, however this was proudly unveiled at a ceremony held at 1 CSSB on the 23rd April 2010.

The original Archway was erected at Britcom Base Workshop in Kure Japan, as the entrance to Sturdee Barracks. It was in 1956 that the Archway was brought back to Australia and erected by members of 101 Inf Wksp, Ingleburn NSW. The Archway remained at this location until 1993, when the workshop re-located to Darwin.



Unfortunately, as a result of the re-location the historical Archway was lost. During the 50th Anniversary of the 101 Fd Wksp Reunion, it was decided by past and present members that a new Arch should be constructed.

The President of the 101 Fd Wksp Association, Mt Gary Hodges, enlisted the support of former Wksp fitter, Mr Rod Girvan, to rebuild the archway with only a photo to base the design on. A fund was started with members of the 101 Wksp Association contributing to the cost of materials. On completion of the Arch, it was moved from Townsville to its rightful location in front of 101 Fd Wksp Coy.

Once in location, the current tradesmen set about the final preparation of the arch, including hand-cutting all lettering for it from sheet steel. Cfn continuing in the tradition of all former tradesmen, the current members displayed such pride in the quality of their work that they took it upon themselves to lower the neighbouring Wksp flag pole and repainting it to match the arch.

Current OC, MAJ Ian Cook, commenced the unveiling ceremony with a clear reminder to all members of the Wksp that it was the foundations laid by the former diggers that made the Wksp great and that they as the current custodians must build on this to make

the Wksp even stronger for future generations. In unveiling the archway, former OC, BRIG David O'Brien and Gary Hodges, dedicated it to all past, present and future members of the Wksp. Each then shared their own history of the arch with all present.



This historical event would not have been possible without the enormous support of past members whom travelled as far from Perth, Adelaide, Melbourne, Sydney and Townsville (just to name a few!) primarily for this significant occasion. In particular, a special thanks to Mr Gary Hodges (Association President) who was the driving force that turned this vision into a reality.

The Unveiling of the Archway was followed by the much anticipated Top End Spanner Club, which numerous previous and current RAEME members enjoyed the pleasure of socialising and being a part of such a historic occasion.

RAEME Corps Conference

16-17 September 2010

Surname : Initials:

First Name: Rank:

PM Keys Number: Unit:

Unit Address:

Attending Conference 16-17 September 2010: \$10 per head ☐ YES ☐ NO

Attending All Ranks Barbecue / 15 September 2010 ☐ YES ☐ NO

Attending Officer Dinner 16 September 2010: \$50 per head ☐ YES ☐ NO

Attending WO/SNCO Dinner 17 September 2010: \$50 per head ☐ YES ☐ NO

Payment for the Conference and Dinner is to be finalised **NOT LATER THAN 1 SEPTEMBER 2010** in order to secure your attendance at the Conference and/or Dinner.

☐ Cheque / Money Order / Cash / Other payment of \$..... is attached / following (cheques payable to RAEME Corps Funds).

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16 AD REGT TST

TST – 16 AD REGT

2010 has seen many changes to the workshops with a 75% change of manning, this included a new TST COMD, ASM, EMEOPS LT, ARTELEC, WOCON, EIR, GE and VEH SGTs, three CPLs and one LCPL and three Crafties. The workshop, as part of CSS BTY, rolled out the gates in early Feb for an initial shake out EX at “sunny” Murray Bridge range. This went off without a hitch, and so it was back to work and onto the tools.

The Gunnies were out and about with numerous exercises at Cultana and Murray Bridge. Support to these exercises was well received and allowed our Crafties to step up and show what they are made of. MAS paid us a little visit, dramatically increased our backlog, but we survived. MILIS is making its presence felt with everyone disappearing from time to time. A lot of head scratching has been going on as to why they did that, but like it or not, it is here to stay.

Overall the first few months have gone well, with challenges being met and overcome, and more challenges on the horizon; we are confident that the commitment from our talented members will pull us through the remainder of the year.

VEHICLE SECTION

by CFN Wright and by a last second pineapple CFN Gill

Vehicle workshop kicked off 2010 by welcoming in five new members to the section: SGT ‘Captain Caffeine’ Miller Who’s late arrival matches his work attitude thus far, CPL (Never actually comes to work) Korovulavula (yea try to pronounce that one!), CPL Evison, CFN Faranda, CFN ‘hop along’ Gill and CFN ‘Hero’ Haslam. We also farewelled at the end of 2009 :SGT Crosby, CPL Porter, LCPL Allen, CFN ‘Texas Ranger’ Walker, CFN Weir and CFN ‘chook’ Fowler. Those who dared to stay for another glorious year at 16 AD REGT are CPL ‘Walshinator 5000’ Walsh, LCPL ‘token ranga’ Hardy, CFN Sheppard (currently deployed abroad) and yours truly CFN Wright. We also employ two civilian contractors: Nicholas Smart and Jamie Howard who help lighten the load and hold the fort during exercises.

2010 has been busy times for vehicle workshops, providing garrison support, whilst supporting 110 AD BTY and 111 ADBTY during their numerous training exercises. It has also been a very rewarding time too, with LCPL Peter Hardy (somehow) taking out the central region Craftsman of the year award as well as being promoted from CFN. CPL Adam Walsh was also given two hooks and granted his cushy air conditioned office job, and myself, CFN Wright awarded CSS BTY soldier of the year (self pat on the back).

A few worried weeks fixing up our procedures in preparation for Uncle Brian and his MAS crew to come through in early 2010 had some on there toes early in the year. Pulling through relatively unscathed barring a newly accrued back log as is the usual MAS legacy.

With the usual checks such as ‘boots and saddles’ occurring hours were spent chasing down CES that just did not seem to exist, but with a few Crafties and some sly hands, the paperwork seemed to be in order and the hierarchy was kept happy.



The CO, LTCOL J.B. MCLEAN, getting to play Bob the Builder for a day in Vehicle Section.



CFN GILL, laying down on the job as always.

GE SECTION

by CFN Kyriakakis

The start of 2010 saw a changing of the guard for GE section, with SGT Oakes being happily promoted to ‘MR’ and now working down at JLU-S. This meant SGT Martin could take over the reins as GE SGT, with CPL Macmillan, CPL Priolo, CFN Kyriakakis serving another tour of duty at 16 AD Regt.

February this year saw us committed to ‘The Shakeout’ at Murray Bridge for the better part of the week. This was an interesting week; practising basic ‘Infantry Skills’ and ‘Quick Reaction Force’ taskings (QRF!!!). April saw the dreaded ‘MAS audit’, panic stations were at an all time high leading up to this time. Having the ‘Guru’ by our side for their visit proved to be both interesting and informative. “More Cars than Jay Leno” was voiced by one member of the section.

For the next couple of months/rest of the year, all section members will be kept busy trying to chip away at our ever increasing backlog. Fortunately for us, we have a hard working supportive team and in time things will work out.

RECOVERY SECTION

by CFN Bayly

It has been a busy time for recovery section throughout 2009 – 2010, the section has seen CFN Stowman posted to 1st Armoured Regiment, and replaced by CFN Bayly from 1 CSSB. The only familiar face left is CPL Hann, who is ecstatic to spend another year in sunny Adelaide. Some of the major events for have included; the recovery of a 6x6 Landrover which had parked itself on top of a tree on Ex Talisman.

The recovery of a GMV with 1250kg trailer that had slid down an embankment at Cultana SA, and the recovery of a 6x6 which was bogged on the rugby oval on base. To top it off recovery rescued a civilian fire truck and LX120 from the P & E Range at Port Wakefield SA, which had become extremely bogged in flood plains during fire operations. 2010 has bought similar tasks as 2009, including an ordered complete CES of the HRV, MRV and 20T trailer. With CPL Hann being away on sub four for SGT, leaving CFN Bayly as the recovery mechanic, it was proven to be an awesome activity!

EIR & ELEC SECTION

By CFN Wood & CFN Kraguljac

EIR has supported numerous 110 AD BTY and 111 AD BTY exercise this year; including Ex Raptors Crawl, where we took a maintenance shelter and as many jobs as we could in an attempt to get on top of the ever increasing backlog..... This was unsuccessful, due to the auto generated jobs for the RBS-70 suite, and a backlog of over 200 jobs, the Art Mech "helped" our cause as he went through the battery bays and turned them into a St George fan club; with a sea of red and white stickers lighting up what was a once dingy and dull CP. After putting 6 gunnies to work for over an hour, writing suspect fault tags, the damage was around 150 extra jobs. So, overtime continues, and if there is a light at the end of the tunnel it's a Farking long way away.

The current technical electrical support for the Regiment is provided by CPL Franklin and CFN Kraguljac. Currently electrical Section are primarily focused on maintaining the fleet of 1.3kW, 2.5kVA and 16kVA Generators. The section also provides support to the diagnosis and repair of the occasional automotive fault. Elec section has supported numerous exercises this year, including the Air Defence Equipment Familiarization Exercise 'Raptor's Crawl'. With respect to the electrical section's commitment to the exercise, a 16kVA generator powering a single electronic medium repair shelter and Technical Support Troop CP was provided.

Other duties included; the breakdown/servicing maintenance of power equipment and electrical breakdown maintenance of the fleet of 6x6/4x4 Land rovers. It provided a great opportunity for support elements to remain in the loop with respect to the technological advancements currently occurring within the Air Defence Regiment. An achievement for the section within the previous year was the further incorporation of power equipment by the Missile Det's and associated CP's. This had not been the case in the past, in which the capability had not been fully utilized. We are optimistic about maintaining the high of communications between RAEME/Missile Dets and look forward to providing service to the Regiment within the following year.

RPS

by LCPL Pay

The start of 2010 has seen a few new faces in the RPS. WO2 Andrew Massard has been posted in from 3CSR, and has filled the position of WOCON, as well as stepping in as BSM until April. His wealth of knowledge will be a great asset to the RPS and the unit for the next few years. Another new face is LCPL Jake Pay, posted in from 10FSB. He is filling the position of warehouse corporal. PTE Jessica Mazurek has also taken up a spot in the warehouse, posting in from 7 Sig Regt. PTE Mazurek is currently attending JLC and will be fully qualified for corporal at its completion. Returning to RPS for 2010 is CPL Karl Lawson (aka. Henry). Henry is well know in the Regiment, and has worked in the 16AD Regt RPS for a number of years. Sgt Edwin Kevelj, also a familiar face at 16 AD Regt, has moved from the main Q store and is becoming a valued RPS team member.

The year so far has seen a large focus on stock maintenance, outscaling and condensation. WO2 Massard can usually be seen in the warehouse at 0600h busily buried in a mass of bin pack slides! This is improving production in the warehouse dramatically. The benefits will undoubtedly be reaped by all who receive RPS support for years to come. The MAS visit in April showed that our operating procedures were particularly good, and weak areas were being quickly identified and improved. Ex Hamel, later in 2010 will be a good way to measure the effectiveness of these changes.

In April, the RPS held a mini get together, with delicious Chinese food and plenty of wine shared. It was a great opportunity to get to know each other's better halves and chat about stuff outside of work. A fantastic night was had by all. Overall, the RPS crew for 2010 are meshing together very quickly and share a high level of experience in the supply field. They are a friendly bunch who enjoys a good laugh. This certainly helps make the endless monotony of warehousing almost bearable!

102 Field Workshop Company

2010 has seen a very busy start to the year for 102 Workshop Company receiving new postings, reintegrating deployed personnel from TLBG 6, MRTF2, Cold Creek Fit Team and the normal 3 CSSB/3 BDE tempo of Field Exercises, Range Shoots and sporting events. The new year saw a change of hierarchy in the Workshop starting at the top with the OC – MAJ Paul Nelson, 2IC – CAPT Gavin Richards-Bell, OPSO – CAPT Richard Foreman and the CSM – WO2 Bradley Bargaquast, leaving the ASM – WO1 Michael Robinson in his second year guiding the tradesmen in the right direction. The outlook for the remainder of the year seems very positive and extremely busy with the 3 CSSB deployment, 3 BDE CATA, Exercise HAMEL and numerous CSST activities leaving very little time for production.

Vehicle Platoon

by LCPL Francis

The greasers from 102 Workshop Company have started the year of at full throttle with their first bush trip (exercise first run) showing their work with in the barracks is second to none having not a single break down, excluding the war dodger who broke his back first day in (Smithy). With the English Army folding we have accepted some of their fine soldiers (WO2 Wray, CPL Colvin, CPL McGovern and CPL Moran) bringing with them their good trade knowledge, better than average military skills and their own language which they call English as well.

With the seniors wanting to introduce old school discipline they decide to organise an AFL match (Seniors vs OR's) with the intent of putting fear into their diggers. Their attempt was less than successful with the CSM (WO2 Bargaquast) spending most of the game with his face in the dirt after a couple of failed shoulder barging attempts, when he wasn't on the field he was on the bench seeking medical attention.

With a wide range of courses being attended by the greasers including Crane, Bushmaster, Subject, Millis and Driver courses the manning on the floor at times has been short, but with the good work ethic and attitude of the greasers we have still managed to put out a large amount of production. With the fast, fun and exciting start to 102 Workshop Company greaser platoon the rest of the year is looking promising.

General Engineering Platoon

by CFN Cooper

Well what a year it's been already 2010 has seen a huge turn over of staff for General Engineering Platoon. As each year begins with everyone's favourite death by light pro, (AKA Induction training) we began to get stuck into a huge work load. Although the work kept on flowing in at a rapid rate staff members were leaving for courses left right and centre. CFN's Dan Roca and Ryan Murray had gone on JLC (everyone's favourite), meanwhile CFN Brian Strow went south for Subject 4 CPL.

In addition to this, although he left kicking and screaming, CPL Ray Perry also went to ALTC to complete Subject 4 SGT to make him fully qualified for SGT. To leave our manning even shorter General Engineering Platoon had members deployed in different theatres; they include SGT Micheal Garnham, CPL Phil Thompson, CFN Steve Perry and CFN Gerry Carroll.

For the remaining few we attended MILIS courses, swimming carnivals and driver courses amongst other things, highlighting how important GE really is.

The tempo has been high from the start and it's only going to get tougher throughout the year, but as THE integral platoon of 102 Workshop Company, GE will hold the company together.

Electrical, Instruments and Radio Platoon

by CPL "Chook" Fowler

As the new year began 2010 looked promising. The guys on MRTF-2 and TLBG-6 would be coming back, new people are being posted in with a high level of enthusiasm and those back here would continue to carry on at the high tempo that they had come accustomed too. Well, it sounded good in theory!

We had plenty of guys away on various deployments including MRTF-2: Nicko, Macca, Powelly, Gilly and Havas. TLBG-6 saw Emmo, Clarky and Adam depart. Somehow VB and Hammo got a swan trip with a FIT team.

The guys on MRTF-2 and TLBG-6 arrived back and took some well deserved post-deployment leave. All hands will be back on deck by the end of April so there will be some teething problems as we all fight for a computer to play games...I mean input MIMS!!! The workshop had a shake-out at the end of Feb which saw us send out three cars for the whole Platoon.

Luckily we took some OJT's with us so they had a lot of practice with cam-nets...gotta love the OJT's! The year so far has been pretty full on with not everyone back yet and various courses and support tasks, so the work keeps on building up, and up, and up. Looks like the lads getting back will have their work cut out for them!

The Platoon is as follows for 2010:

LT Thomas "Hi and bye, I'm off on LOBC" Cregan

WO2 Martin "I've put the DER warning report on your desk" Fisher

BOFFS

SGT Colin "Thank god I'm not at the school anymore" Davis

CPL Ben "Mr Random" Gillies

CFN Dylan "I bent my wookie" Clark

CFN Roshan "The Turp" Haverfield

CFN Conan "What's a battle?" Hammett

CFN Jason "Do I have to be the SUEM?" Hibbert

CFN Adam "I can do that in Excel" Niesler

ELEC GODS

SGT Matthew "I've got that info on a spreadsheet" Nixon

CPL Ray "I'm sick of signing OJT's logbooks" Fowler

CPL Aaron "I don't really care, but I do" McLauchlan

CFN Reece "Do my guns look big" Emmerson

CFN Jarrod "Ech bag" Hunter

CFN Dave "That's not what is says in PACMAN" Powell

CFN Dean "Victor Bravo" Van Brakel

MR Shane "MR Fixit" Dorrell

Recovery Platoon

by SGT Pettit

2010, well we hit the ground running this year with the highest manning every for Recovery platoon with WO2 Geoff Currie 'worm', SGT Mick Pettit, CPL Steve Ramsay, CPL Mick Thorne, CFN Justin Daly, CFN Aaron Fitzpatrick, CFN Joshua Green, CFN Mathew Leigh, CFN John McGlashan, CFN Jeremy Parry and CFN Wilkeson.

The start of the year has been flat out with handover take over, support to subunit shake outs which generated enough work for CFN Fitzpatrick and CFN Leigh with TPT bogged a Troops wreath of vehicles and trailers. One of the better jobs to date was recovering three PMV for B SQN 3/4 CAV which become bogged after a months wreath of rain which water logged the area. The task took three days involving the use of our MRV and 10 FSB's MRV and Crew, a great job for all involved and well done. A lot of after hour task have been coming in which has keep the workshops hour up for each week. We have a full year ahead with tasking all over the region for different units.

Repair Parts Store/Q-Store

by LCPL Irving

The RPS and Q-Store has hit the ground running this year. There have been a number of new march ins. 102 Workshop Company would like to welcome in CPL Troy Preston, LCPL Luke Irving and PTE Marika Sanson.

In what is probably the busiest RPS in the Army, there are parts and tooling getting signed out left right and centre and broken kit being handed back to the Q-Store in pallet loads, without being able to back load much at all.

The RPS and Q-Store have been on there toes, between range shoots, bush exercises and general kit issues we have been busy ordering and issuing kit and trying to keep our weapons serviceable.

With the CSST exercise coming up, PTE Baker has been busy packing and preparing the Unimog and 8 Tonne trailer with all the repair parts and gear.

With MILIS being introduced, everyone has been keen to get on their courses, so they can effectively use the new system when it is introduced.

With all the courses, deployments and bush exercises, most of the time there is only a few soldiers at a time manning the stores down here, despite all the courses being attended by the RPS and Q-Store there is a good work ethic and a professional approach to each soldiers job and with some positions vacant, CPL Preston has had to step up to the RPS Warrant's job to cover WO2 Trudgett's job while he is deployed. With all the work and reasonability's, sometimes with soldiers having to step up to a rank above, the RPS and Q-Store is looking forward to the challenging year ahead.



10 FSB

by W02 Michael (Bear) Mitchell – 10 FSB ASM

G'day from sunny Townsville. Since the start of the year, 10 FSB WKSPs has been a hive of activity. To start the year we had the mandatory training on all the good topics. Once completed we had a little while to get ourselves sorted into the "new job". Being the lucky one, I managed to be posted into the Marine Forward Repair Group (MFRG) ASM position. It is a bit like returning home as I started my career as a CFN at the 10 TML REGT WKSPs in Woolwich prior to the big move to Townsville. Funnily enough, on my return I still had to put up with some of the same people. The only difference being they have all gotten a little older and wider (unlike me of course). Some have moved through the ranks and some are now civilians working in and around the watercraft. Since the start of the year, 10 FSB has provided the majority of members for FSU-2, some members for MRTF and personnel for other deployments. Even though we are spread a little thin on the ground, life still goes on. Here is what is happening within the sections at 10 FSB Tech Spt Pl.

10 FSB GE Section

CPL Nick Rodway

We are nearing the end of yet another high tempo year at 10 FSB, and with Christmas stand-down looming the boys are starting to shut down and are going into hibernation. We have continued from the first half of the year, with the powers above pushing for the spanners to be elite fighting and fixing machines, the kind of warriors the SAS cats would be afraid of.

The GE boys have been working their backsides off, picking up the slack left behind by those members currently deployed on FSU-2. CPL Myers and CFN Cameron have been doing an outstanding job at Pet Ops, repairing the ancient and obsolete equipment held by Pet PL, and for once, the DERs have not blown out due to our fluent and highly reliable RPS system.

Not to dwell on one issue alone, I believe I should give a mention to the other boys within the section, keeping in mind the six packs they will owe when this is printed. We have our newest march-in CFN Napoleoni who is working tirelessly within GE, LCPL Hall who has recently returned from RCB, where he has continued on from where he left off back in the armoury where he belongs. We have CPL Sheppard and CPL Kelly currently deployed to the MEAO on FSU-2, and left behind to manage these blokes is CPL Rodway.

To leave you on a good note we will continue on our merry way holding hands and skipping towards a new and challenging year ahead. Big Red signing off.

10 FSB Marine FRG

CFN Ben Grose

It has been another busy year on deployment to Ross Island with the 10 FSB Marine FRG Workshop. We are a Marine Workshop detached from Lavarack which is currently situated over at Ross Island. If you have ever been to Ross Island nothing has changed, still the midge capital of the world. Our workshop consists of six VM's, six Fitters, two Sparky's, two RPS and the marine ASM. The size doesn't actually sound that large for a typical Workshop, but with everyone working out of the one office, space is very confined - don't ever bother trying to get a computer!

The Greasers have been very busy this year. They were a man down



W02 Rod Bitters and W02 Michael 'Bear' Mitchell enjoy a pre-dinner beverage at the 10 FSB LSC Protocol Dinner



When serving cheese cake, you should have a glass of pink

from day dot having one Greaser stranded on holidays by floods and was devastatingly caught in sunny Cairns for a week. The mechanics work on a various range of equipment from the standard challenging Rover or Pocket Tanks to the LX and the Kalmar. Due to courses, Talisman Sabre or deployments, the Greaser's have been very light on manning for the majority of the year. They also have been shifting position throughout different squadrons to get the work completed.

The Sparky's (CPL Burchell and CFN Birkett) are always busy throughout the day, whether you're looking for Buckets or listening to one of his extraordinary anecdotes. But only having two Sparky's can be pretty chaotic for the boys whether it's working on generators, LCM8 earth fault leaks or Air Conditioners. Due to FSU-2 both Sparky's from Ross Island were on the first rotation leaving MFRG with no Electricians. This left a hole in the Workshop capability, but is being remedied by the three boys over at Land (SGT Thomas, CPL Hanley and CFN Webb), doing shift work over at the Island.

To the Fitter side of things, many of the GE boys were on a big boats course at the start of the year leaving only a couple on the floor. The Fitters are always busy maintaining all the superfluous equipment, which does not have an RPS, EMEI or service manual. This makes it a dream job to order parts, not to mention the record speed that they come in at. The Fitters work on a range of equipment from weapons and marine equipment, to the larger equipment such as LCM8 and Beach matting rollers. It wasn't long before Talisman Sabre rolled around and knapsacks were the challenge for the fitter boys down in Rock, not the difficulty rating of servicing a knapsack but the quantity that were there. I believe it was the first time in history that all of ADF knapsacks were in the same location at one time and last inspected in '06'. We even had a Mechanic in there to lend a hand, thanks Hammer!

The Repair Parts Store has always got work to do, not only are they the RPS for the Marine Workshop but also the rest of the Island. The crew has been rotated between Lavarack and Ross Island for the majority of the year, but due to a good work ethic and constant pestering from the Mechanics, they have done well without too much of a drama.

Overall, Marine FRG has been very busy all year round though the various sections and is looking forward to the stand-down period. Have a good Christmas and a safe New Year.

10 FSB Vehicle Section

CFN Darren Flack

The addition of all our new march-ins this year was a huge relief from the yet again undermanned section of greasers in 2008. They

have come from all over the country and even from our mother land England. The increasing number of our friendly “pommies” that we have inherited from other side of the English Channel leads me to believe that it won’t be long before a South Pacific British Armed Forces Division will soon be formed. We have had three lateral transfers join us in the past 12 months and along with their fellow seasoned veterans, the pom’s have brought a lot of experience with them. They have adapted to the Aussie way of life but we still have a bit of work to do to convince them that their game is called “soccer” not football.

The challenges of the maintenance regime haven’t changed much in that it is still a challenge! We invest a lot of manpower and resources to a cause that quiet frankly does not give a good return. The only good use for some of the equipment is to put solar panels on them so they generate some power with the amount of time they spend sitting in the sunshine. But it is nice to see some progress is being made with the improved service and inspection intervals with the L/R 110 fleet. It comes at the perfect time after the old bombs are coming to the end of their service lives. The time that other fleet vehicles catch up with all the new improved documentation will probably follow them out the door as they retire to greener pastures and make way for the new fleet.

A couple of our greasers got to “pad-up” and go into bat for the FSU-2 and MRTF deployments to Afghanistan and Kuwait. We all hope they have a safe trip and come home in one piece and with a bigger hard drive of movies then they did when they got there.

The rest of us are travelling just nicely keeping the home fires burning at the 10 FSB workshops. We are all keeping the moral up to a sustainably level with some good old fashioned badgering and are continuing the RAEME ways of life.

10 FSB Recovery Section

CFN Chris Dillon

10 FSB recovery consisted of one CPL (Rob Parker) and two diggers (Tyson Jordan, Chris Dillon) as well as the acting PL SGT, CPL Crawford. Not much goes on in the unit apart from a lot of servicing and repairs to get the vehicles up to scratch and many Non Techs.

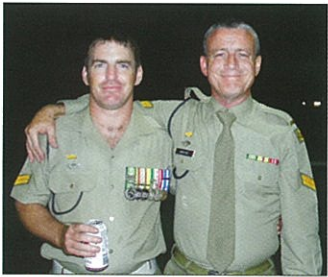
The job is very awarding when you get to do the job that you have signed up for but there is a lot of down time servicing and maintaining the vehicle so it is always ready for the next job that needs to be done. The work of retrieving a vehicle can be hard and tiring but at the end of it when you get the vehicle back to workshop it is a great feeling of achievement. In saying this, it is a great job that we get to do and there is not much in the civilian side of things that does the same thing as we do.

The Crafty’s at FSU-2

On 29 July we all boarded the A330 in Townsville for the MEAO. We arrived the next morning at about seven o’clock and all understood straight away what we were in for for the next eight months. The temperature was already 38 degrees! This was the start of a new beginning for the Townsville based soldiers

FSU-2 provides logistic support to everyone in the MEAO and conducts RSO&I; its home is Billabong Flats in Kuwait. The unit has members spread in most areas of the MEAO including the UAE, Kuwait and Afghanistan. During the eight month tour of FSU-2, Billabong Flats in Kuwait will be closed and the Unit will move to the UAE. This will be an extremely busy time for the unit, moving to a new location whilst maintaining a firm foot print on the ground in both locations and continuing to provide service in both locations.

The RAEME soldiers in the Unit are doing an outstanding job in what can be described as ‘trying conditions’ on a vast and diverse



CPL Martin McPherson and CPL Adrian Bayliss ‘Brothers in Arms’



CPL Ed Torpy, SGT Gordon Thomas and CFN Ben Webb ‘Team Sparky’

equipment holding. The skills and ingenuity demonstrated by our soldiers when diagnosing problems has been excellent. The posting cycle will mean some members of the unit will serve a shortened four months to be back home to take up positions in their new units. These lucky dudes should be home for Christmas.

A word of thanks must go out to the RAEME Association for the care packs we have received; they have been a great hit with the soldiers. We very much appreciate your thoughts and good wishes.

The FSU-2 Maintenance Team:

MAJ Jo Richards Bell	Long timer
CAPT Dean Ellis	Long timer
LT Brendan Boudville	Short timer
WO1Chris Carroll	Short timer
WO2 Bear Mitchell	Short timer
SGT Des Cannon	Long timer
CPL Jonathan Burchell	Long timer
CPL Scott Kelly	Long timer
CPL Shane Sheppard	Long timer
LCPL Ryan O’ Boyle	Short timer
CFN Jamie Birkett	Short timer
CFN Benjamin Webb	Short timer
LCPL Nicholas Rodway	Short timer

FSU-2’s Motto is Anything, Anywhere, Anytime, Bar nothing. The RAEME component at FSU-2 want to remembered as the leaders and the example setters in this area.

No article would be complete without special mention to our pet and mascot ‘Belvedere’ the turtle. Belvedere is a veteran of at least three serving Units and his noticeable tolerance to his meal timings is appreciated by his new keepers. Belvedere is very comfortable with admirers, and sometimes can be annoyed when attention is not afforded him. We can only imagine the bond between turtle and man growing stronger through FSU 2’s tour and hopefully presenting to FSU3 a mascot that has stood the test of time of four serving Units.

Have a great Christmas, stay safe and we’ll all catch up with a few beers in the New Year.



The ‘Remainders’ of TSP 10 FSB.

20 STA REGT Workshop Troop

EX Lions Charge 2010, SWBTA -7-19 March 20-10 by CFN Eli Skirving



Wet and windy! A great start to our first regimental EX for the year with SWBTA flooded and a convoy trying to move through to occupy Sam Hill... Never the less, in true RAEME style we were set up and sitting in chairs in no less than a few hours while watching the Arty boys struggle in the rain. Around dinner time that night, the sweet smell of freshly baked bread wafted through the workshop area courtesy of SGT Shepherd and his bread maker (something we have all come to realize is a necessity for future bush trips).

It wasn't all fresh bread and movies though. The Avos within the first 48 hrs of the EX had to repair two UAVs that had missed their landing targets and were caught by means other than the ones intended. This extended throughout the week until all flights were called off due to the high wind gusts caused by a Cat 5 cyclone somewhere off the north eastern coast line.

Thanks to 7 CSSB we had a recovery team with a MRV and they were put to good use. Unfortunately for us, they frequently missed the fun of radio piquets at 2am in due to constant recovery tasks out in the field. There were a couple of unusual recovery situations. One was particularly memorable where the MRV had to drive into the bog just to get to the Arty vehicle and then it had to recover itself back out. Some good training came out of the exercises and the Reccy Mechs were as happy as a pig in mud! Probably the hardest working person we had was CFN Cattle from 7CSSB – the lone VM who worked tirelessly day and night to keep our vehicles on the road.

We had an opportunity to do some training of our own while in the field which started off with FRT training that just happened to lead us down to Freshwater and allowed us to check out the massive swell within the bay. We also conducted two DPs with the aid of the Q-Store which, for first attempts, were very successful and gave us an understanding of the requirements and the logistics behind such a task.

All in all it was a good first EX for the year, with all of our elements working well together and some good training achieved that has set a foundation for the rest of the year. Thanks to the boys from 7 CSSB for their help and hard work, without whom we'd still be in the bog!



1 Combat Engineer Regiment

The year started and the entire Tech Support Troop (TST) of 1 CER hit the ground face first with some old faces and a lot of new.

Old faces:

MAJ Gabrielle Follett, CAPT David Barton, WO1 Paul Florian, WO2 Steve Plunkett, SGT Mick Kenny, SGT Russell O'Brien, SGT Mick Connolly, CPL Luke Roberts, CPL Ben John, CPL Tony Foster, CPL Aaron Jarman, LCPL Dan Smith, LCPL Corey Purss, CFN Mark Beradi, CFN Ben Royter, CFN David Powling, CFN Jonathan Larvin, CFN Andrew Sachs, CFN Ash Brown, CFN Josh Chaffey, CFN Tristan Burton, CFN Angus Mackenzie, CFN Lloyd Rees, CFN Sam Veide and CFN Campbell Osborne. Plus the totally Awesome George Georgiou - the civi Elec.

New Faces:

LT Mick Royall-Mateer, SGT Ben Carthew, SGT Bill Russell, SGT Glen Davies, CPL Leigh Holman, CFN Tommi Aho, CFN Carl Clarke, CFN Ron Schmidt, CFN Ryan Moore, CFN Dallas Bradshaw, CFN Clint Gardiner, CFN Niall Woolley and PTE Scott Jobson.



The first exercise for the year was EX SOUTHERN REACH 2010 (EX SR10) and what an event it was. For our first activity, the lead up had a few false starts. To start with, the rail lines between Darwin and Adelaide became engulfed by rising water levels rendering that section of railway line unpassable.

It wasn't only the rail infrastructure that was defeated by the unrelenting down pour from the heavens. The road convoy only managed to venture as far south as Tenant Creek before it was confronted by the enveloping aquatic obstacle that was once the MSR. Without any alternate passage around the newly formed body of water that lay dormant before them, the road convoy manoeuvred their way back to Darwin.

With the road temporarily obstructed and the railway line cordoned off, this meant that all the M113AS4s that had planned to travel to Cultana via rail was no longer a feasible option. With a quick C-MAP, Brigade (and higher) signed off to trial an alternate method of transporting the AS4s by road. This alternate method required some of the AS4s to be loaded onto the back of a 20T plant trailer for the long haulage ahead. A few days after the road convoy arrived back at Robertson Barracks they made their second attempt to reach sunny Cultana. Five days of driving later, they eventually arrived.

After unpacking the vehicles we headed out onto the rolling plains, found our new home and set up camp for the next ten days. By the end of EX SR10 they had fixed the rail so all of the APCs went home



by train. After carrying out minor repairs to the fleet for the drive, they turned north and set out for home, much to everyone's relief.

The highlight of 2010 would have to be the first NT Spanner Club, which was hosted by 1 CER. In attendance for this inaugural event of 2010 was the Honorary Colonel Commandant, COL Peter Davies, the Deputy Head of Corps (DHOC), LTCOL Todd Ashurst and the Corps RSM, WO1 Jason Ballard. Dress for the event was Hawaiian shirt which set the right tone for the celebrations.

The DHOC and his entourage were able to speak to the majority of the Brigade maintainers during the event answer any question and update the troops. Lots of raffle prizes and comradery was the order of the day and everyone present had a good time.

In April and May, with a posted strength of 36 and approximately 20 on course, production was reduced to a crawl. With a massive backlog of work following on from last year, our workload was going to increase with a large amount of servicing due in the starting months of 2010.

Gone were the days when the service station CFN of the unit had to actually do a service and Tech Insp, there was nearly a strike. To make things worse the majority of the workshop is ramping up for TLTG-2 and with only a limited number of tradies trickling out of ALTC, it is going to be a busy year for all.

On a more personal note, and within a very short period, 1 CER are farewelling some of our very own and finest. ASM OSS WO1 Paul Florian is also jetting overseas on a deployment to the wealthy land of Dubai. Lastly, our TST Tech Elec, CFN Sam Veide is transitioning into the civilian lifestyle to conquer the world and keep it running one amp at a time. From all the members of 1 CER, we wish you all the very best for your next adventure. Remember, MISSION FIRST - SAFETY ALWAYS.



111 WKSP COY 8 CSSB

by LCPL Kyle Mabbott

"Hidden away in the depths of suburban Newcastle, the men of 111 Wksp Coy ply their trade knowing that their efforts do not go unnoticed by the greater ARMY."

The underlying perception of other tradies when I tell them I'm from 8CSSB is that of "Geez that must be cruizy", however the workload is just as high given there are no full time Cfn in the Unit. We are kept very busy not only with our daily tasks servicing, inspecting, and repairing vehicles, weapons, generators and the like, but also supporting other unit's activities, drivers courses etc. All this keeps us spread pretty thin on the ground at times, with our area of responsibility encompassing depots from Kogarah to Coffs Harbour.

The run on side:

WO2 Jason Mclinden	(Training WO)
SGT Kirk Scott	(Vehicle Sgt)
SGT Wade Apps	(Training Sgt)
CPL Darryn Shaw	(GE Cpl)
CPL Luke Cook	(RPS Cpl)
CPL John Gosling	(RPS Cpl)
LCPL Kyle Mabbott	(Vehicle Cpl)
LCPL Jeremy Underwood	(Tech Elec Cpl)

WO2 Jason Mclinden is our fearless leader on a day to day basis within the workshop, providing excellent top cover when required and ensuring the backbone of the CSSB gets a fair go. Has a habit of carrying an indoor cricket ball with him to throw at unsuspecting co-workers.

Sgt Kirk Scott is the token ranga, although that's one of his more redeeming features. He has sold more second hand crap than Steptoe AND his son, and still drives his Poo-brown EH Holden, wringing its throat in every gear. He also loves 2am snacks of cold fried chicken in his undies. (Go Visual) Omnomnom!

Sgt Wade Apps is currently deployed and hasn't reported for duty yet so there is nothing to report. I'm sure he's tops.

Cpl Darryn Shaw leads his GE crew of merry men with a never ending supply of piss funny one liners and a puff of smoke that follows him every where. One half of team Thornton, will play anything that involves a ball and shakes like Muhammad Ali to our amusement. He is however an excellent hand and doesn't mind a snifter of port at Christmas.

Cpl Luke Cook has what I believe to be an undiagnosed obsessive compulsive disorder. He has the neatest desk I've ever seen, categorises chocolate biscuits in his fridge and has managed to reduce our RPS holdings from about 60 bin packs to 16 to make things neater. An all round good bloke who loves FitDeck almost as much as a body wax.

Cpl John Gosling has fitted in nicely as a recent addition this year and works side by side with Cooky. Has lots of big boys toys incl his decked out patrol, Triumph and jet-ski. Has not become as weird as the rest of us yet but time will tell.

LCPL Jeremy Underwood makes up the other half of team Thornton and believes everyone else on the road is a shit driver. A country boy who does not discriminate (will kill natives AND ferals), loves dirt bikes, cricket and of course Bundy.

LCPL Kyle Mabbott, once described as an enigma, wrapped in a riddle, and a devastating runner of the ball who plays above his weight, struggles daily to maintain the 8CSSB fleet in a state of battleworthiness. Has been known to tell tall stories and occasionally swings spanners.

Being a reserve unit, we couldn't get all the work done without some dedicated soles, who like nothing better than swindling the government out of tax free coin. That said there are some blokes here who deserve a special mention as they are here more often than the cleaners.

Cpl Dave Perrott (former ARA towrag) has been filling in for the Training Sgt, and is essentially our EMEOPS guru.

Cpl John O'Conner has recently returned from the Solomon Islands to stand in for CPL Shaw whilst he is deployed. Both are long serving members who take pride in their work and are as dedicated as any soldier I have met.

The Reserve side of the fence is doing quite well, with the healthy numbers of:

Four officers, Two WO1's, Two WO2's, Two SGT's, Seven CPL's, Four LCPL's, 13 qualified tradies, Nine ARTAP (appys), and Four trainees.

The workshop is ever expanding and finally has some quality machinery and equipment that enable us to conduct all types of repairs and machining tasks. Some of the new additions to the workshop are:

- A nice new student 2500 Colchester lathe, replacing our tired old Sheraton.
- A Frezarki Pruszkow Universal Milling Machine, this is a big old machine but gets the job done and allows us to help train our apprentices.
- Last but not least is a tyre changing machine which saves a lot of skun knuckles, sweat and swearing.

We still have plenty of room, for anyone who is getting out in this area and in the need for some of that lovely tax free cash. If you are looking at discharge and need anymore info on how we operate, just drop us a line and we will be willing to help out.

Maintenance Support to Motorised Operations

8/9 RAR on Exercise Blue Live by LT Adon Cadona

The beginning of 2010 has so far been very busy for the members of 8/9 RAR's Technical Support Platoon. The unit is currently travelling at a high operational tempo, with A Coy (along with 9 members of the workshop) currently deployed and B Coy set to replace them in early June. This has placed a heavy burden on the workshop to ensure all equipment is serviceable and available to allow elements of 8/9 RAR to conduct effective motorised training amidst pre-deployment training. Since A Coy deployed the primary aim of this unit is to prepare B Coy. A major part of that effort was B Coy's work up exercise, Ex Blue Live.

Ex Blue Live

Exercise Blue Live was conducted at Shoalwater Bay Training Area and was supported by a large FRT for a company exercise. The FRT consisted of a Pioneer Variant PMV, manned by ASM WO2 'Dino' Perry and LCPL Rosman; a GMV manned by CPL Boswood and CFN Carter; as well as a HRV and crew from 7 CSSB led by CPL Marchant.

For the first nine days of the thirteen day exercise, Shoalwater Bay was subject to torrential rains, meaning our RAEME boys were worked heavily, primarily in the role of recovery. The infantry soldiers were afforded many self-recovery lessons, which can be difficult for a PMV that weighs at minimum 12.5 tonnes. As such, it comes as no surprise that the FRT was called out to do numerous recoveries throughout the duration as the torrential rains turned what are usually MSRs and SSRs to Bushmaster quicksand.

It wasn't just the infantry who managed to find themselves in a bit of trouble, the HRV found itself deep in the mush on more than one occasion. As WO2 Perry explained, "on one occasion you could rest your forearm on the driver's side window sill whilst standing on the ground."

Throughout the exercise most repairs that were completed were minor in nature. However this provided a good opportunity for the infantry soldiers to practice operator maintenance in the field. The nature of the adverse conditions allowed the PMVs to prove that they are a reliable vehicle in difficult environments.

Ex Blue Live also provided a great opportunity to develop and practice unit SOPs for maintenance support and replenishment tasks in support of infantry operations. The ASM as commander of the A1 was able to provide logistic perspective to the company on the employment and manoeuvre of an A1 echelon. This also included developing procedures for the conduct of tactical replenishment in a motorised environment. The lessons learnt from this were



invaluable to 8/9 RAR as a recently raised unit because the majority of unit personnel come from light or mechanised backgrounds, each with their own TTPs. This exercise gave 8/9 RAR the opportunity to develop their logistics and maintenance support in a field environment.

Barracks Life

TSP is working at a good intensity back in barracks being involved in a number of critical activities that are assisting current operations and ongoing motorised training. Our main focus has been supporting 8/9 RAR's current deployment in Timor Leste with some of our number currently deployed and support to ongoing pre-deployment training. The tradesmen at Long Hai Lines are assisting ongoing motorised training of sub-units through the servicing and repair of PMVs for field exercises including Ex Blue Live.

Another form of pre-deployment training the TSP have supported was the C2/LR3 Driver's course, which was conducted out of Rockhampton and Shoalwater Bay, to train 18 infantry personnel as drivers of Land Rover 6x6 infantry-carrying vehicles for use in Timor Leste. CPL Andrew Lebsanft and two recovery mechanics from 7 CSSB, SGT Fogarty and CFN Malone played a pivotal role in training and testing the soldiers in certain aspects of the course as well as providing maintenance support.

A smaller yet very important project is the preliminary design of a toolbox carrier and further assessment of repair parts stowage within a PMV Pioneer variant. The purpose of the design is to present a sound modification that is able to increase the efficiency of tradesmen operating as part of a motorised FRT (within a PMV) and subsequently enhance capability. It is hoped that the design will be deemed sound by engineering standards and able to participate in a trial in the near future. CPL Rob Boswood and CPL Geoff Size have been the lead members in the design of the toolbox carrier.

Finally the unit's attention turns force preparation once again next year as it and especially the workshop looks forward to its future operations cycle. This will be an excellent opportunity for the workshop to train, improve and eventually showcase our collective skill sets in future exercises. Later this year the TSP will participate in 2/14 LHR's Ex Emu Charge and 8/9 RAR A Coy's Ex Yellow Steps as a build up towards Ex Hamel.

2010-2011 is an exciting time for the workshop with a multitude of activities and projects to sink our teeth into. Every member is looking forward with a keen eye at the prospects of the future.



1 AVN Regt Tech SPT, 2010 – Out With Kiowa and in With Tiger

by LT Jason Long, A/COMD FRG 2

It is 2010, Kiowa have gone to 173 Sqn in Sydney and Tigers are here to stay (well five of them at least). 1 Avn Regt Technical Support Sqn has enjoyed a busy start to 2010. We've had a significant changeover of key staff and undergone a Sqn restructure in order to optimise support to ARH maintenance. TSS successfully supported Ex Ready Possum in Tindal and is preparing for a very busy second half of the year. We also farewelled one of our long-serving Kiowa artificers, but he hasn't travelled very far.

During March, TSS conducted a maintenance restructure that consolidated all aviation RAEME personnel under command of MAJ Brett Nelson, OC TSS and WO1 Julie Conca, Regt ASM. The restructure involved the post-Kiowa rebalance of our two FRGs and the occupation of alternate maintenance facilities. Currently, each FRG has two ARH FRTs with the intent to grow to three. Aligned with the restructure was the command change of Ground Support Troop to Logistic Support Squadron (LSS), allowing coordinated management of 1 Avn Regt land materiel.



Ex Ready Possum was the first test for TSS supporting only ARH and saw 34 RAEME personnel and 17 green-fleet vehicles deploy to Tindal in support of 161 Sqn's gunnery exercise. Following the completion of several deviations, scheduled maintenance and the arrival of A38-010 four days prior to deployment, we were able to put three out of the available four aircraft online – 007, 010 and 013 – mostly thanks to the efforts of H/ART WO2 Kent 'RAAFIE' Herrmann and the rest of the tradies.

On exercise TSS consistently put all three aircraft online with only three sorties dropped across the 10 days due to unserviceable aircraft; two of these as a result of minor rocket back blast damage to the horizontal stabilisers of 010 and 013. Over the exercise we were able to provide 75+ hours of flying time across the three airframes. The exercise also saw CFN Dylan 'Chaddy' Chadbourne and CFN Karl Hansson signed up as tradesmen with many other members making significant progress in their OJT and IET journals.

Upon return from Ex Ready Possum the Regt tempo slowed with an Easter reduced activity period followed by significant post-exercise maintenance. However, on 23 Apr 10 FRG2 picked up the pace to dominate the Regt birthday sport competition under the guidance of team captain CFN Lars Jessop. FRG2 was undefeated in all morning field activities, and came out on top following a good show in the



pool. Unfortunately, morale took a hit when a dubious scoring system robbed TSS of the win. The Regt also received a visit from the RAEME HOC on the 30 Apr. BRIG Creagh's first visit to 1 Avn Regt provided an excellent opportunity for the HOC to tour our facilities and brief all our RAEME soldiers.

The second half of the year promises to be busy with only five weeks where ARH are not supporting activities. Ex Peregrine Swoop a 161 Sqn gunnery exercise at Mount Bunday training area will flow straight into two ARH supporting the 6 Avn Regt Guidon Parade at Holsworthy. Following this, Ex Surfrider will be supported by two ARH. The intent for Surfrider is to trial the carriage and use of flares and will be conducted at Woomera. Hopefully the transit to Surfrider will be used as an opportunity to trial the first dual ARH load into C-17. Ex Chong-Ju is next on the cards, again with two ARH supporting the Army-wide firepower demo. First-of-Class Flight Trials (FOCFT) in September will allow the tradies to gain their sea legs during the trials to certify transport and deck handling of ARH on the LPAs. Finally, Ex Hamel will be the culminating event of the year with eight ARH and the majority of TSS planned to support the FORCOMD activity in Oct-Nov.

In preparation for the upcoming activities, CPL Brendan 'Fluff' Hair has recently conducted training on the MANTIS (a device used to manoeuvre aircraft on the LPA deck) for the FOCFT crew. Aircraft numbers are expected to grow with the arrival of 012 and 015 prior to the end of the financial year and our maintenance force continues to grow with the recent promotion and authorisation of SGT Paul McDonald as a blackhander Independent Maintenance Inspector and Maintenance Manager.

Whilst we have been growing the Tiger maintenance capability the departure of Kiowa from 1 Avn Regt was too much to handle for one particular RAEME member. After 21 years of dedicated service to army and working with the Kiowa, the split to 173 SQN took its toll. Some say that it was a broken heart that led to the crossing-over of WO2 David 'Wortho' Worthington. His ghost has recently been sighted in and around TSS holding a clipboard, looking through HAZSUB registers and wearing a blue APS 'Quality Assurance' polo. His build is slightly larger around the mid-section and he has good facial growth, all signs that life on the other-side is sitting well with Mr. Worthington. The OC holds a pre-filled request for reserve support, waiting for the day that Wortho is required to be resurrected to support Tiger maintenance.

Finally, TSS has recently been working hard with Australian Aerospace engineering, deeper maintenance and supply elements to improve our ability to generate ROE. We look forward to strengthening these relationships as it will ultimately result in a more positive and rewarding maintenance environment for the Tiger maintainers of 1 Avn TSS.

TST 2/14 LHR (QMI)

Well, what can you say? Being RAEME in a Cavalry Regiment is hard work...

TST hit the ground running at the beginning of the year with the monstrous task of getting the majority of the Regiment's A vehicles up to speed by the end of April. All this meant for us was to demonstrate the ability to swing spanners all day, up to and including the Easter, whilst the remainder of the Regiment went on holidays.

It was pretty dull in barracks before at the beginning of the year, with the most notable occasions being when Captain Pat "Ninja Killer/ Pistol Pete" McErlean knighted the brand new second time Crafty Liam "Two Plums" Toohey.

Big news in the Regiment was the addition of a new self proclaimed 'War dog' male NURSO. CPL Smith and CFN Prest were quick off the mark in stealing the WOMED's beloved 6x6 Ambulance, much to his disgust, painting 'Sister Florence' on the side and delivering it to the NURSO whilst he was addressing the entire Regiment during a Sports parade. Presty further added salt to the wound by playing "Mr Whippy" music over the Ambo's loud speaker. This resulted in an extremely embarrassed nurse and a big well done from the CO and RSM.

As was the intent at the beginning of the year, all the work in the first four months was in preparation for Koster River II, which is where the majority of repairs and stories came from...

It was bright and early on the morning of the 27th of April however I think there were still some very sore heads still recovering from ANZAC day. Luckily we came into work at 4am (0400 h Army speak) so we could then stand around and wait to leave at 6am! Sound familiar? The occasion was Ex Koster River II and everyone seemed very excited and almost delighted to be heading off to Shoalwater for the ultimate camping holiday.

It didn't take long before we encountered problems. When the TST Comd LT Nick "Day Pigeon" Longney and his crew which included CPL Torben "Peddo" Pederson appeared at the Matilda servo with only seven wheels attached instead of the correct eight. A quick one hour repair for Peddo and CPL Ricky "Barry Small Hands" Solanki saw them on their way once again. Although Ricky's GMV "Soggy" had a bit of a tough time trying to catch up to Liam's GMV which was aptly named "Sao". We then all drove into DSU Rocky with the HRV "Sigmoidoscope" (google it) pushing up the rear. We took this opportunity to down some pizza before entering our camp site the next day.

Ah Shoalwater Bay "The finest training establishment in the world". Also the finest tick breeding scrub ever! It didn't take long before we had our first pack lift which was the first of many. Our fresh crafty brothers "Reg" Regan and "Fitzzy" Fitzallen (also a victim of the impossible sit up) were very keen to get stuck into it so it made our busy schedule bearable. LCPL Luke "The ghost who walks" Cattell was very talkative as usual and kept morale high in the team. Our other Lance Jack "Timmy" Bromet was also very talkative and quite ecstatic about his new role as a Trooper.

The Crafty's who didn't have a large workload spent their time plotting against the hierarchy and trying to mess with them; most notably was CFN Sean Murnane. It's a well known fact that Sean likes his hot and spicy food, out field on Ex Koster River II took it upon himself to have mass cook ups for the majority of the Support SQN



position. One night he made a meal of spaghetti for the boys with two chilli's in it. He then tainted the boss's meal; with two more of his home made extra hot chilli's finely chopped. Whilst the rest of the boys enjoyed the meal of spaghetti the hierarchy in SHQ tried to show they were man enough by finishing the meal, even though noticeably having the sweats and struggling to eat it

So far we've had a very busy year on and off base and with plenty more bush trips coming and I'm sure things aren't about to slow down. The boys have put in some long hours to keep the Regiment running and have represented the best Corps in the Army exceptionally as always.

ARTE ET MARTE.



7 RAR Tech Spt Pl

by LT Tim Bligh, TSC Comd

2010 was supposed to start off with a bang, the Battalion (-) heading down to Cultana in early February. For various reasons it didn't pan out as expected. The training was reduced to the conduct of M113AS4 Drivers and Crew Commanders Course starting in early Mar.

In late Feb news came through that a section of rail line between Katherine and Darwin had been flooded resulting in a suspension of train services between Darwin and Port Augusta.

Worse still the ASM WO1 Paul Klieve had predicted this event in the week prior and was now reminding us all of his fortune telling abilities.

Eventually a Drivers Course was conducted from the 19 – 29 MAR 10 with a small Log Det sent down with myself as OIC. The terrain in Cultana was demanding on the vehicles with some very rocky areas, consequently this resulted in a broken drive sprocket and numerous vehicles throwing tracks. The EME SGT was SGT Col Smart; 2IC was CPL Paul Baxter, CFN Joel Stait and CFN Allen Rask formed the whole EME element.

I was able to get my PDs dirty on the trip during a 200hr service however I was unfortunately deemed NYC in my tech trade testing in failing to replace the rear engine mounting bolts on the replacement of the pack. SGT Smart didn't bother giving me a retest.

Back up north again and into the normal swing of things. The Royal Corps is simulating the officer ranks of a Mech Coy with OC MAJ Dave Hughes, 2IC CAPT Bob Carlos and three LTs – LT Josh Branch (LOGOPSO), LT Michael Hall (LOG PI Comd) and myself as Tech Spt Cattr PI Comd.

The TSP here is still in its infancy with a full strength of only 12 per hence Tech Spt PI and CATR PI were combined for administrative purposes. SGT Rod Wilkinson is the TSP SGT with Col Smart the Veh Sect Comd.

We only have one CPL currently being the experienced Paul Baxter. CFN Mark Baldwin and CFN Nathan D'Altera are currently completing JLC. CFN Fowler is also currently completing Subj 2 for CPL. The EMEOPSWO and RPS PLSGT is SGT Wayne Marsh who also fulfils the role of token British lateral transfer along with CPL Paul Baxter.

Within the Battalion we currently have one Mech Coy being C Coy; B Coy is about to gain AFVs and A Coy will in the future. The Tech Spt is fully Mech with as many AFs and ARVLs as we can crew.



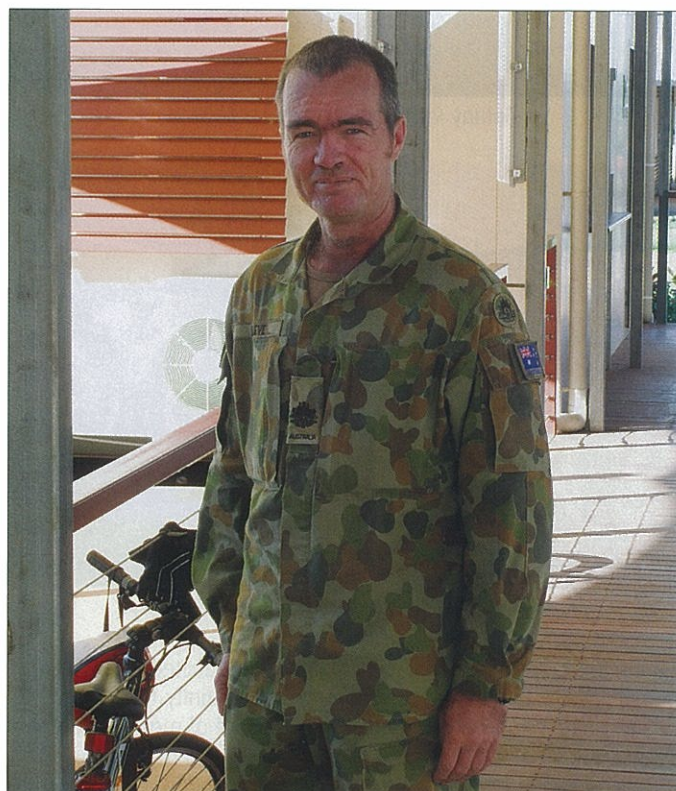
LT Tim Bligh TSC PI Comd

The forecast for large activities this year will start in early Jun when Coy Mech training, MSTs, MREs and Combined exercises kick-off in the Darwin and Townsville areas. The main planning for the Battalion is now involved with the move down to Edinburgh Bks in Adelaide at the end of the year.

The TSP will be grown significantly in the next three years. The equipment capabilities will also be enhanced with upwards of 13 new MC2 and MC3 FOV for the TSP alone. This will certainly be a fresh and exciting few years for the TSP at 7 RAR (MECH) as well as the rest of 1 Bde BG detached in Adelaide.



CAPT Bob Carlos 2IC Admin Coy



WO1 Paul Klieve ASM

103 WORKSHOP COMPANY

– from 'The Horse's Mouth'

Some time has past since 103 WKSP COY has submitted an article to the RAEME Craftsman Magazine. Nevertheless, we have not sat idle. This week sees members of 103 providing catafalque parties to ANZAC Day commemoration services for Botany RSL, Australian Customs and Border Protection Services – NSW, Concord RSL and Banner Parties to the RAEME Association NSW.



Australian Customs & Border Protection Service Commemoration Service



Concord RSL ANZAC Day Dawn Service



Botany RSL Commemoration Service



RAEME Association Banner Party ANZAC Day

During the month of March, the WORKSHOP conducted EX CANTER, a field activity. The weekend provided an opportunity to practice and brush up on the knowledge and experience of members of the WORKSHOP. The activities were planned to train all members of the WORKSHOP to carry out their duties in a field environment and develop unit capability.



Ex CANTER

Over that weekend, an opportunity arose to give recognition to a highly regarded member of the WORKSHOP – Sergeant John ELLACOTT. Members presented Sgt ELLACOTT with a RAEME plaque listing all previous postings.

Acknowledgements were read from members of previous units Sgt ELLACOTT had been posted to. We all wish him well for the future.



Sgt ELLACOTT's farewell

We welcome back to EIR, Cfn Steve BICHLER, who has returned from Afghanistan, and wish Cfn David HOLLIER all the best for his upcoming deployment.

The Brigade CATA is approaching in July and the Workshop is hoping to deploy a strong representation of the unit.

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