



RAEME

# CRAFTSMAN

The Corps of Royal Australian Electrical and Mechanical Engineers

Issue No. 63 2011/12



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EDITOR:

MAJ GRAHAM ANDERSON

EMAIL

graham.anderson@defence.gov.au

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Articles should be sent to:  
The Editor

The RAEME Craftsman  
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1 June 2012

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Phone: (08) 8221 5600

Fax: (08) 8221 5601

Email: admin@walshmedia.com.au

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# RAEME CRAFTSMAN

The Corps of Royal Australian Electrical and Mechanical Engineers

Issue No. 63 2011/12

Front cover: MEAO; CFN G. 2 CDO Wksp, & CPL G. SASR Wksp  
conducting a FRT during a patron with 1 CDO in Jan 2011

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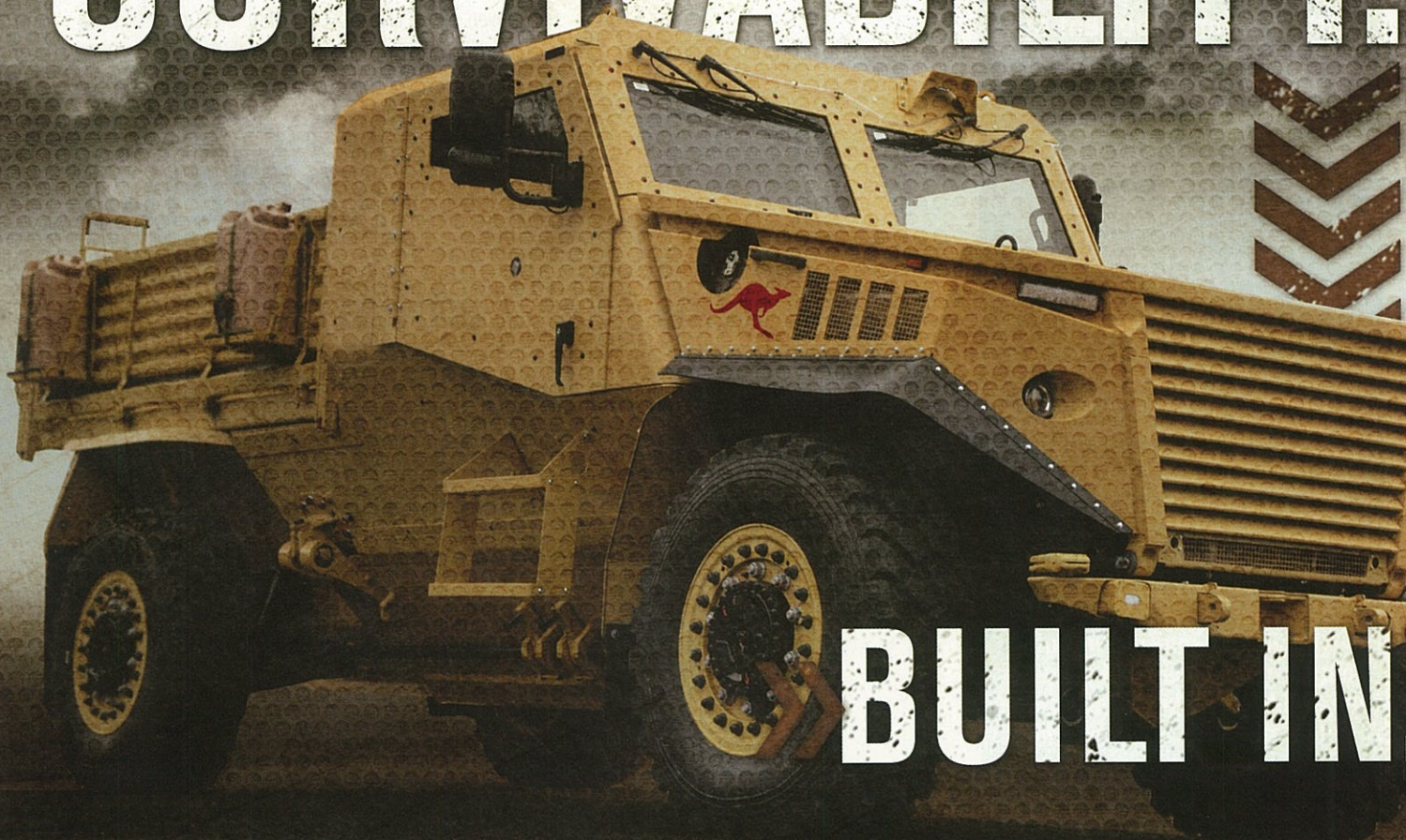
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# Head of Corps Message

Brig David A. Creagh AM

As we hit the halfway mark for 2011 no matter whether you are preparing for operations, on operations or supporting activities in the Raise, Train and Sustain space you are all busy.

Since I last wrote to you I have moved jobs and now find myself in the Compliance and Assurance space within Joint Logistics Command leading a number of organisations committed to improving MILIS and ensuring that we don't compromise the integrity of Defence's Financial Statement in the process. The job has given me plenty of opportunity to get out and about and where I can I intend to don my Head of Corps Cell (HOC) colour patch and engage with Bluebell elements. I enjoyed the opportunity to catch up with RAEME personnel at 13 CSSB earlier this year.

The program is taking shape for this year's Corps Conference which is to be held at Bandiana in October. The conference theme is 'RAEME-Strength in Diversity' and I am very pleased to announce BRIG McLachlan, Commander 1st Brigade has accepted my invitation to deliver the keynote address.

Brigadier Greg Bilton and his team from Army Headquarters will also travel to ALTC to update conference participants on Plan BEERSHEBA and the many reform initiatives which are currently underway. COL Nick Stanton will provide an update on the latest developments with the Technical Regulatory Framework and Brig (Ret) Dave McGahey has kindly offered to have his Logistic Reform team update us on the very positive progress we are making in relation to getting back into the business of deep level maintenance.

Many of you will be well aware of my view on the critical role that our State and Territory based Associations play. Indeed I am on the record as saying that some of our RAEME 'Elder Statesmen' can be as if not more passionate than many of us who are still serving!

Together with the Corps Committee, the Colonels Commandant and the HOC cell I have been working hard to leverage off the Associations in a more agile fashion. In recognition of their contribution not only in terms of preserving our Corps heritage but also for the wonderful work that is undertaken behind the scenes as our advocates, I am very pleased to announce that I have appointed the QLD RAEME Association President, Mr Ray Norman, OAM as the inaugural RAEME Association National Representative.

The key outcomes I seek from Ray's term of appointment are:

- Lead the development of the National RAEME Association.
- Develop an agreed RAEME Association Charter.
- Develop an agreed succession plan for the appointment of RANR, noting the guide lines outlined in Corps Instruction 31 - The RAEME Association.
- Act as an advocate for all RAEME Associations.
- Act as an advisor to the RAEME Head of Corps, the Colonels Commandant and the Corps Committee on Corps issues in general.

In my letter of appointment to Ray I indicated that I looked forward to the various state and territory based associations establishing a responsive and agile RAEME Association that is National in nature but regionally responsive. Ray is well known to many of you and I have no doubt that his boundless enthusiasm and passion for all things 'Spanner' related will ensure 'mission' success.

I look forward to catching up with many of you in October. Until we next meet.

Arte Et Marte

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# Deputy Head of Corps (DHOC) – Ground

LTCOL Todd Ashurst – DHOC Ground  
and CO/CI ASEME

Manning shortfalls has been the largest single issue facing the Corps for numerous years. But thanks to the hard work and dedication of the staff at the Army School of Electrical and Mechanical Engineering (ASEME) the Corps manning is looking extremely positive. Since 2008 trainee numbers have doubled at the school and the throughput is now exiting training. By the end of 2011 all CFN ground-based positions will be filled by soldier-tradesman graduating from the school. To all current and previous ASEME staff well done on your efforts.

However, vacancies from LCPL to SGT can only be resolved in the long-term retention of our people. RAEME leadership must keep our people interested, challenged, and motivated to continue to serve and pass on their expertise to the junior members of the Corps.

The Corps is currently examining options to reduce training time for specialist equipment courses by recognising previous learning done at ASEME. Doctrine is also being rationalised, streamlined and updated to make it easier to find, read and utilise. Corps members must ensure that lessons learnt from operations and exercises are recorded with the Centre for Army Lessons (CALs) to inform doctrine and future procurement of RAEME specific variants and equipment.

It is with great sadness that I write my final Craftsman article as Deputy Head of Corps – Ground. It has been an honour to serve the Corps since January 2009 and the highlight for me has been meeting and talking with members of the Corps during annual unit visits. I would like to thank you all for your ideas, input, feedback and passion for the Corps – Arte Et Marte.



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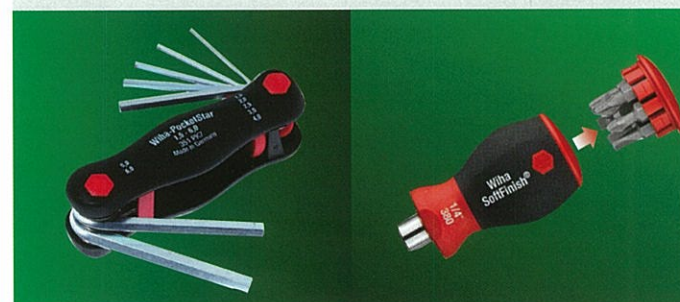
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# Deputy Head of Corps (Aero)

LTCOL Mick Millar

The end 2010 saw the farewell and the celebration of the long and distinguished careers of five senior RAEME corps members who had long-standing ties to Army Aviation: BRIG Charles "Jock" Crocombe, COL Anthony "Hector" McWatters, COL Jim Phasey, MAJ Mark "Moose" Wharton and MAJ Neville Clarke. All were farewelled at the Corps Birthday dinner at Oakey where they arrived at the assembled mess via Black Hawk helicopter.

Army Aviation, like many other components of Army remained heavily committed to supporting operations overseas and here in Australia over the 2010 Christmas period and well into February of 2011. In addition to our ongoing overseas commitments our Craftsmen and women were deployed throughout the eastern seaboard supporting natural disaster relief efforts. They all performed to a sterling level, demonstrating the adaptability, resolve, commitment and compassion that is a characteristic of the RAEME craftsman and the Australian Soldier. Well done!

Those that support Aviation continue to look to the future with a number of key activities proceeding which will set the foundations for the future. The establishment of the Directorate of Aviation within HQ FORCOMD sees the recently promoted Colonel Steve Evans appointed as the COL AVN SPT, where he and his team are responsible for the further development and implementation of the maintenance reform activities via PLAN PELICAN. This work is also complemented by the Aviation Force Modernisation Review that is being headed by COL Tong Borg along with cross ADF Aviation issues

being examined the Joint Aviation Workforce Integrated Project Team (JAW IPT).

The employment category review for the RAEME air trades is about to commence with these trades scheduled for presentation to the Army Personnel Committee in early 2013. This is an important opportunity to ensure that the trade structures are developed and enabled to meet the future challenges of supporting the Army Aviation Capability, particularly as the work of PLAN PELICAN starts to influence the development of a maintenance structure that is modernised to achieve an optimised operational maintenance effect.

The Aviation Trades Technical Mastery Program commenced at the beginning of 2011 and is progressing well – further details of this program are in an article later in this edition.

Provision of maintenance support to Aviation continues at a very high tempo with our soldier tradesmen committed supporting operations in Afghanistan, East Timor as well as numerous domestic activities – wherever the highly committed Aviation capability is present, there is a number of committed tradesmen providing the support that is needed.

Congratulations should go to CFN L. Fraser of 5 Aviation Regiment who was named as the Aviation Corps Soldier of the Year. CFN Fraser is an Armament Fitter who has performed to the highest standard in support of the Regiments equipment.



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# S02 Corps Report

MAJ Alistair Rankin

The 2011 Corps Conference will be conducted over the period 20-21 Oct 11 at the Central Instructional Facility (CIF) at South Bandiana. Similar to previous years the conference will be conducted over two days and will incorporate a number of activities including a memorial service, all ranks barbecue, the Officer and the WOSNCO annual regimental dinners. The conference will commence on the afternoon of Wed 19 Oct with a memorial service held at the Craftsman Memorial, followed by the all ranks welcome-in barbecue at the Arnold Pavilion, Sth Bandiana. The conference nomination form is available on the Corps Website.

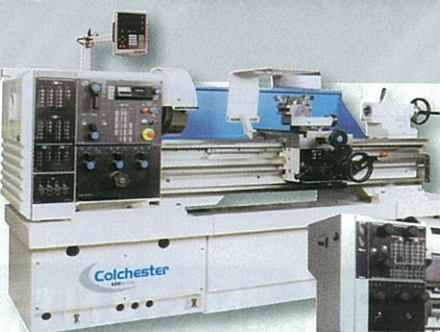
The Theme for this year's conference is 'RAEME-Strength in Diversity'. Use of the word Diversity in the theme is in recognition of and to highlight the diversity of environments in which maintenance capability is delivered; diversity in the nature of our maintenance equipment liability and the equal diversity in where the maintenance capability that is drawn from. There is also the diversity in the roles in which RAEME Officers and Soldiers as SMEs in Materiel Maintenance and Maintenance Engineering are employed right across the FIC spectrum.

The Corps is heavily involved in the CSSFMR/Plan Beersheba and this gives us an ideal opportunity to look at the way we do business now and how we will need to adapt and diverse to meet future needs, particularly with the introduction of major projects such as L17, L121, L200 and L400. So there will be much to discuss at this years conference.

The Maintenance Manager (Pre-Appointment) seminar is being conducted over 17-19 Oct 11 and will be sponsored by DTR-A. This seminar provides guidance on current maintenance management techniques and information, and is aimed at those proceeding on posting in 2012 as TST Commanders, ASM's or as independent maintenance managers. A signal will be released requesting attendance of selected personnel to be funded by DTR-A. The feed back from these courses has been very positive and have included such comment as "the most useful course I have been on in 20 years" so if you are selected please make every effort to attend. All other Corps members are invited to attend but at their own cost on a fill up basis (first in best dressed). Details of the course will be promulgated by DTR-A in due course.

Lastly I would like to recognise and thank MAJ Scott Babington for the dedication and hard work he put in during his time as S02 Corps RAEME, and wish him the best in his new position as 2IC ASEME. I will endeavour to move his good ideas forward and continue to progress issues affecting our Corps. If you, or your unit, have an issue, please raise it via email, phone or in person during the HOC visits, but please use your chain of command in the first instance or at least make them aware you are forwarding the issue to me.

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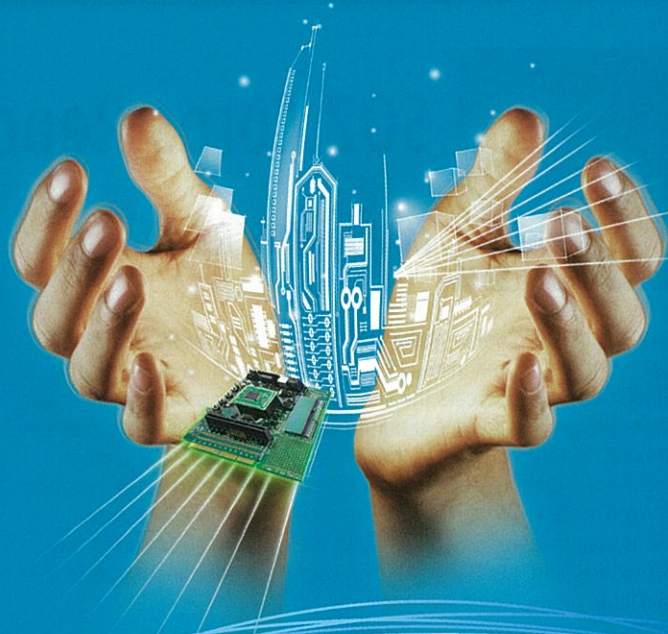
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# Corps RSM Report

W01 Jason Ballard

As I come into my second year as the Corps RSM RAEME, I am proud of all members of the Corps for the fantastic work you are doing domestically and abroad. It is great to see the "Bluebells" receiving just recognition for their efforts. In particular I want to make note of CPL William McGavin from 10 FSB for his contribution to workshop safety; and SGT Thomas Bauer for being awarded a CSM in the 2011 Aust Day Honours List as an FRT leader and maintenance manager on OP Astute. It is great to see the Tri-Colour flown so proudly and to see members of the Corps being recognised for their great work!

I want to highlight the following extract from the April 2011 Corps Newsletter:

*Noting the current climate, I want to impress upon our managers (in particular the ASMs) the need to up skill our personnel. This will to enable them to have the best chance of a deployments and professional development in the chosen trades. I implore you to manage your workforce closely to allow them to have the opportunity to attend either specialist courses or promotion courses if the need and want warrants it. This will mean some detailed planning by the ASM to effectively manage the workload and the workforce!*

*By no means will this be easy but it is up to the Warrant Officers of the Corps to "knuckle" down and not only manage and plan the workload but also manage the soldiers effectively and efficiently. It is no longer acceptable to sit in isolation and potentially believe there is little scope to have members gain qualifications that are*

*needed within your unit. You need to be proactive and engage across the Corps, in particular with the Army School of Electrical and Mechanical Engineering to know what the schedule and program of courses are to assist you in managing your workforce. If you engage with the school you should be able to come up with a viable solution for all concerned.*

I strongly encourage all members of the Corps to put their best foot forward and come up with solutions to each individual's training and career progression. It is up to all of us to manage ourselves and sell ourselves to achieve the best possible outcome for the individual, the Corps and ultimately Army capability. We need to ensure that any good ideas are brought forward and that we can train into the future, if we do not move forward we will be left behind! I encourage all ranks that may have good ideas for training to send me an email so I can engage in discussions with the ASMs of ASEME. That way, I may be able to put these ideas to the Chief Instructor with a course of action that may lead to development of better ways to train members of the Corps.

Again, I am impressed with the great work you are all doing; please continue to soldier on, work hard and most importantly – fix stuff! We have a great Corps and I am extremely proud to be the Corps RSM for the Bluebells. On a final note, I want to publically thank the RAEME Associations for their tireless work in delivering the Spanner Pack on behalf of all the members of the Corps.

Arte et Marte

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# Corps Heritage

MAJ Graham Anderson

## St Eligius Corps Medallion Number Draw

The midyear St Eligius Medallion Number draw winners are:

1st Prize – Leatherman Wave – # 788  
SGT Rory Glover 1 RTB

2nd Prize – Corps Prize Pack – # 666  
CFN Dion Casey 3 CER

3rd Prize – Corps Prize Pack – # 1190  
CFN David White 1 SIG REGT



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

Also available for purchase is the new Corps Bow Tie. These are available from the HOC cell, at Bandiana, \$25 each.

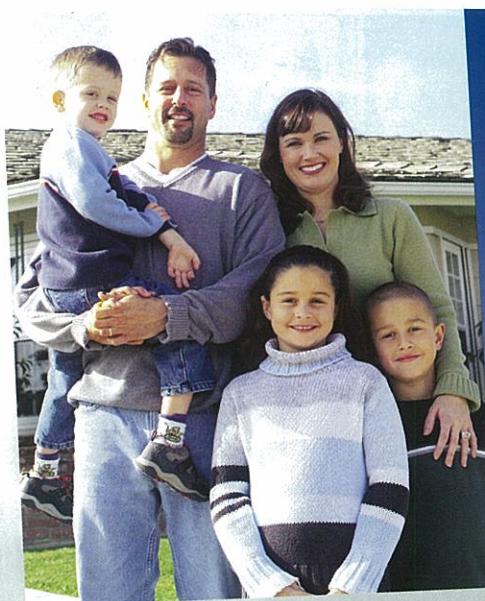


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# Corps Awards and Command Appointments

## MAJ Graham Anderson

The Corps wishes to acknowledge and congratulate the following Award recipients and those to be taking up Commanding Officer and RSM appointments in 2012.

### MEMBER (AM) IN THE MILITARY DIVISION OF THE ORDER OF AUSTRALIA

Brigadier David Anthony CREAGH



### MEDAL (OAM) OF THE ORDER OF AUSTRALIA IN THE MILITARY DIVISION

Warrant Officer Class One Gregory Dean McEVOY  
WO1 McEvoy is yet to be presented his medal



### CONSPICUOUS SERVICE MEDAL (CSM)

Lieutenant Colonel Martin Jeffery McKONE



### CONSPICUOUS SERVICE MEDAL (CSM)

Sergeant Thomas Kevin BAUER



### CONSPICUOUS SERVICE CROSS (CSC)

Major Terrence Alexander JOHNSON  
MAJ Johnson is yet to be presented with his medal



### COMMANDING OFFICER AND RSM APPOINTMENTS 2012

#### LTCOL David Phillips

Commanding Officer  
Army School of Electrical  
And Mechanical Engineering



#### LTCOL Jeremy King

Commanding Officer  
7 Combat Service Support Battalion

#### WO2 Robert Turnbull

RSM  
2 Force Support Battalion



### CORPS AWARDS 2010

Peter Jennings Award  
Artificer of Year Award  
Artificer of Year Award  
BRIG Martins Award  
Regimental Award  
Junior Regimental Award  
National ARA Craftsman of Year  
National GRes Craftsman of Year  
BRIG McGahey Golden Spanner Award

LT B.W. Angus  
SGT P.P. Mills  
SGT P.C. Crosby  
CPL S.J. Marengo  
SGT L.V. Kite  
CPL J.D. Powell  
LCPL S.G. Wood  
CFN D.N. Mitchell  
5 AVN REGT

#### Western Region

ARA Cfn of Year  
GRes Cfn of Year

LCPL G. Garrahy  
Not Awarded

#### SQ Region

ARA Cfn of Year  
GRes Cfn of Year

CFN M.J. Klefisch  
Not Awarded

#### Northern Region

ARA Cfn of Year  
GRes Cfn of Year

CFN J.L. Bohn  
Not Awarded

#### Central Region

CFN C.L. Wright  
Not Awarded

#### NQ Region

CFN M.J. Klefisch  
Not Awarded

#### Vic/Tas Region

Not Awarded  
CFN J.D. Griffin

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# RAEME Corps Artwork

## MAJ Graham Anderson

Official war art and military art in general, make a rich contribution to Australian art, while playing a significant role in Australia's interpretation of its wartime history.



*Pic 1: LT Abbott War artist in B'ville'45.jpg*

The Official War Art Scheme was initiated during the First World War and was based on similar models in Britain and Canada. The Scheme was reactivated during the Second World War, and for the Korean and Vietnam wars. In 1999 the Scheme was renewed when artists were appointed to depict peacekeeping operations in East Timor. Commissions since then have seen artists deployed to Afghanistan, and other regions in the Middle East, and to the Solomon Islands.



*Pic 2: Peacekeeping*

In keeping with the concept of the Official War Art Scheme, the Corps of RAEME has commissioned a number of art pieces over the years as well as collecting additional pieces of art as part of the Corps Historical Collection. In 1970 the Corps Committee approached Mr Ken McFadyen, a war artist from Victoria, to paint a picture of RAEME activity in Vietnam. To assist him, about forty colour slides were chosen from all that were available. Mr McFadyen suggested that a painting depicting repairs to a tank by a forward repair team and with helicopter delivering a spare engine might be suitable. It was necessary to know whether such a combination of events had ever occurred, but it was confirmed during the committee's discussions that helicopters had been used in this way. The suggestion was approved and the painting was commissioned and completed by 1972.

The inscription on the work reads 'AFV Repair in the Light Green, Vietnam, November 1969. The work has been selected as the Corps Painting and is oil on canvas approximately 60cm x 90cm and currently hangs in the entrance foyer of the Army Logistic Officers Mess, Bandiana.



*Pic 3: The Corps Painting*



*Pic 4: Banner parade Painting*

In 1986 Mr Vernon Jones of Melbourne, a member of the RAAF in World War II, was commissioned to do a painting of the parade for the presentation of the Prince Philip Banner. The Banner Painting currently hangs in the dining room of the Army Logistic Sergeants Mess, Bandiana.

Another significant art piece is the portrait of Brigadier Frank Field. Brigadier Field was the first Corps Director. He was born in England in 1885. Following service in the British Army during WWI he migrated to Australia and joined the Permanent Military Forces in 1923. He was appointed Director of mechanical Maintenance in 1940. He was largely responsible for the elevation of the Ordnance Mechanical Engineering Branch into a new Corps and when this was completed he assumed office as Director of Mechanical Engineering and Head of Corps. He was Director from 1 Dec 1942 to 17 December 1944.

It has been 25 years since the Corps commissioned the last piece of art work. Since then the Corps, as part of the ADF, has made significant contributions to a diverse range of activities both operationally and domestically, at home and abroad. The DHOC has directed that the HOC cell explore options and themes for the basis of a new Corps commissioned art work.

Members of the Corps are strongly encouraged to consider what they would like to see used as a basis for the next Commissioned Corps art.

If any members have suggestions for themes or specific activities that could/should be used can you please forward them to the SO2 Corps Heritage, HOC Cell, Latchford Barracks, Bandiana, Vic, 3694, [graham.anderson@defence.gov.au](mailto:graham.anderson@defence.gov.au).



*Pic 5: Portrait Painting BRIG Frank Field*



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# Vale Notices

The on behalf of the Corps our prayers and wishes and most sincere condolences are extended to the families and friends of the following Corps members. Rest in Peace.

## Gregory John Stumer

Greg enlisted as a 37th Class Vehicle Mechanic apprentice. Greg was an enthusiastic soldier who was a golden gloves boxer and won the fittest apprentice award two years running. Greg served for 14 years.

## Warrant Officer Class One Gregory Robert Weston

Greg passed away on 11 March 11.

## Mr David Cook

David passed away at his home on 15 February 11. David is a Vietnam Veteran, who's military and public service totalled 44 years of dedicated service.

## COL Norm Hicks-Hall

Norm was the inaugural OC of 106 Fd Wksp when it was raised in Nui Dat in 1968.

## David "Rocky" Stone

Rocky Was a Vietnam Veteran who spent time with Infantry and Armoured Corps before joining RAEME as an Adult Tradesman Vehicle Mechanic.

## W01 Anthony (Tony) Kendrick

Passed away at the Mercy Hospital in Albury on Wednesday 11th May aged 84.

## Noel David Haynes

21st Vehicle Mechanic

## Stewart Meiklejohn

(Viet 17 Construction Sqn Wksps) passed away in Greenslopes Hospital

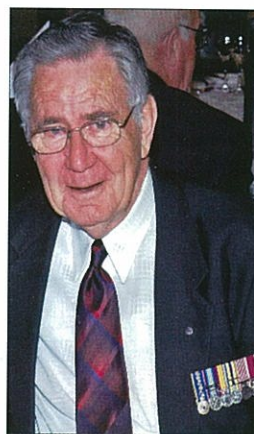
## MAJ Mick Lappin

Passed away in the Epworth Hospital in Melbourne eon 22 September 2010. Mick was a Vietnam Veteran. Mick was born in 1947 at Stamford Lincolnshire, England. The second youngest of eight brothers and sisters. He joined the Army around 1966 after which he was posted to the RAEME Training Centre at Bandiana to do his Radio Mech's Course. Mick was ordained as a Chaplain in 1995. After leaving the Army in Mick worked as a Chaplain with the Queensland Police Force

## Pat Fegan

Joined RAEME as a 25th Intake Apprentice.

## MAJ Ian Leighton Stewart



Affectionately known as "Ted", "Stewy" or "Darky". Ian was born at Quirindi NSW on 9th Feb 1933. Ian was a 2nd class Apprentice mechanic and served in Vietnam as ASM 17 Const Sqn Wksp. He had a distinguished 35 year military career and was awarded with a Member of the Order of Australia for his services. After retirement from the Army Ian served for many years as the RAEME Colonel Commandant Western Region and was instrumental in bringing together the splintered groups of the corps and united them into the current and successful RAEME Association in WA.



## RAEME Corps SUBSCRIPTION FORM

Contribution:CFN – SGT = \$1 fortnightly allotment / \$26 lump sum annual pmt,  
WO2-CAPT = \$1.50 fortnightly allotment / \$39 lump sum annual pmt  
MAJ+ = \$2 fortnightly allotment / \$52 lump sum annual pmt



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Forward this form to: MAJ G.M. Anderson, S02 Corps – RAEME, Latchford Barracks, BANDIANA, Vic, 3688  
Email: graham.anderson@defence.gov.au, Fax: (02) 6055 2436, Ph: (02) 6055 4308



# Thank you Eyres – you saved my sight and possibly my life

Ex-soldier Greg, while on a private military contract in Afghanistan, took a direct hit to his face but his EYRES RAZORS saved his eyes from the impact of the flying debris that rocketed into him.

July 2008: It was mid-morning, Greg was providing top cover (in an open-topped Land Rover armed only with an automatic weapon) in a convey escort when an IED (Improvised Explosive Device or homemade bomb) exploded no further than 50 metres away showering him in gravel and shrapnel including steel ball bearings travelling at high speed.

Greg recounts: "My EYRES sunglasses absorbed the impact with ease saving my eyesight, the lenses were really scratched and pitted but my eyesight was normal. I can highly recommend EYRES glasses to anyone who needs impact resistance eye protection in hostile environments."

Greg was knocked unconscious by the blast. Luckily he survived but came away with burst eardrums, a broken nose and a punctured lung after his body armour had been pierced which left him with chest scarring.

"When I regained consciousness I couldn't hear. I felt an intense burning sensation from the flash and realised still I was still wearing my sunglasses. I took them off, had a look and realised I could see. I was so relieved to find that I was not blind let alone dead.

"The glasses absorbed the impact just like Eyres said they would! If the shrapnel had penetrated the glasses then not only would I be blind but quite possibly not here! Thank you Eyres, I owe you my sight, if not my life."

The gravity of the situation is more than illustrated by the fact that the vehicle in the lead was simply vaporised.



*Greg's 702 RAZOR after sustaining an impact from an Improvised Explosive Device (IED) in Afghanistan*

"One of the engineers who examined the glasses determined from the type of damage the lenses sustained that it had been inflicted by flying concrete," he explained. "Which would have caused substantial damage to my eyes if they were unprotected."

Greg chose Eyres to take with him to Afghanistan simply because he didn't like the army issue: "The Australian military issue glasses were not very stylish. They fogged up and slipped off so I decided to source my own glasses which I found on Kit Bag's website."

"I wanted to be a fashion-conscious mercenary and found that the ESS glasses had a serious impact on my ability to pull in a foreign land," he joked.

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# Work Smarter Not Harder

## CFN Max Bree

Rows of post-it notes cover the briefing room walls. Large sheets of paper filled with facts and figures dominate the décor. It's not decoration: it's the hub of a highly organised system where unit activities and procedures are broken down in meticulous detail. Time and motion are dissected.

Here the tradies of the 6th Aviation Regiment TST wait for a LEAN briefing.

"So can someone tell me what LEAN is all about?" The presenter began.

"Post-it notes." Tradie whit wasted no time responding.

Described as a set of principles, concepts and techniques designed to instil a relentless pursuit of the elimination of waste. The term "LEAN" was coined by future Hyundai CEO John Krafcik in a 1988 article, "Triumph of the Lean Production System".

A LEAN system is believed to have begun with the Ford Motor Company in the early 20th century. Today's LEAN comes from Toyota's manufacturing during the 1980s and a process known as the Toyota Production System (TPS).

Lean works by breaking down, step by step, the elements of each process or procedure. Each step is given a time and/or distance value, resulting in a start to finish breakdown of the process, showing the time taken and distance travelled by workers and components. The breakdown is then scrutinised for examples of waste - defined by LEAN as any thing or process that does not add value to a product. Wasted motion, waiting and reworking are some of the worst offenders.

Once proposed improvements and cuts are identified and quantified, a Problem and Goal statement is developed to set out the desired results, foreseen obstacles and proposed changes. A Value State Matrix determines specific improvements in time, money and productivity.

The first Lean course at an operational Army unit began in March 2010 at the 6th Aviation Regiment at Holsworthy Army Barracks.

The 6 Avn team scrutinised the process of preparing an aircraft for flight tasking.

Every part of the process-chain was examined: from receiving a Brigade task order, to the tradesman on the workshop floor preparing a Blackhawk for flight.

Simple improvements were quickly identified. The rearrangement of desks and distribution of updated phone lists brought immediate improvements to 6 Avn Regt's workplace efficiency by shortening the lines of communication.

Clarifying the authorised planner for all flying tasking prevented misunderstandings that previously resulted in the TST preparing aircraft that were not actually required.

A weekly Ops/TST synchronisation conference was scheduled to maintain open communication between the departments. Ops/TST interaction was improved to save a projected 509 hours per year.

Beyond the multiple rows of coloured post-it notes and large sheets of paper loomed two confronting figures: 2.9 km in 2 hours and 18 minutes - the time taken and distance walked to change an S-70A Blackhawk tyre.



The reality of this epic journey was a call to action for 6Avn's LEAN Team.

Centrally located tool boards and publications led to multiple trips between hangars. An absence of hanger printers added further metres to the journey.

Inadequately configured computer terminals forced tradesmen into other hangars. And locating additional personnel added valuable time to the job.

Following LEAN review, hangar computer terminals were updated with full DRN access and printers ordered for all terminals. Two mobile tool kits arrived in July. Quotes are being sought for a PA system to speed up the locating of personnel, and 16 Avn Brigade are investigating the purchase of durable laptops to electronically store aircraft publications.

If fully implemented, the revised distance for a tyre change is estimated at 1.4km over 82 minutes. Respective reductions of 49 and 41 per cent.

LEAN provides Army units' with a tool for detailed scrutiny of practices and process. From this, tangible improvements can be made and quantified in terms of manpower, time, productivity and, ultimately, money.

For the tradie on the floor, LEAN embodies the old adage of: Work smarter, not harder.

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# Far North Queensland Forward Repair Team

## (10 FSB) June 2010

CFN Michael Crewther and LT Glenn Ellis

We received word that 51 FNQR had requested a crack team of RAEME personnel for an FRT to assist with repairs in both Cairns and Weipa. They requested that the men be not only good at their trade and mentally and physically tough, but keen fishermen as the Barra in the region have been giving them some grief. With that, our fearless boss LT Ellis here at 102 Field Workshops assembled our team of 4 greasers, 2 toerags, 2 stick burners, 1 fitter, 1 'lecky and a scab lifter and the deployment orders were given. The first part of the mission was to assemble six rovers and three half tons in order to fit them out with toolboxes, parts, food, water, fuel and spare tyres to ensure they were good to make the distance up to Weipa as well as mission specific parts to get the jobs done. So after decking out the rovers with the important stuff like rock boxes, fridges, rod holders, crab pots, fishing gear and having a good old sound off we got right on it.



Day 1 – We busted out of Lavarack Barracks like a guy waking from a bad one night stand. Our first stop was Ingham RSL so CFN Perry could inspect weapon licensing and storage. One of our specified tasks was to touch base with nearly all the RSL branches between Townsville and Cooktown so we could give some advice to ensure they were complying with state law and still proudly display any weapons they had on premises. Meanwhile, the rest of us had a brew around CFN Blandford and CFN Humphry's rover which seemed to have chewed through half a tank in about 120km, no leaks were found so we put it down to driver error. After a quick coffee at the RSL we took off. At Innisfail RSL CFN Perry was off to inspect weapons while the rest of us had some lunch and changed our first flat tyre on our gun 21C's (CPL McLauchlan) half ton trailer. Back on the road and it was not long before we reached our first stopover at 51 FNQR's Porton Barracks in Cairns. We unloaded our gear, got knocked off and went straight into town to have a brief sample of the local area. We then went back to the compound to have a BBQ and got geared up to head back into town to obtain a better understanding of the local culture.

Day 2 – Kicked off with some PT run by the boss to ensure we were focused and ready for the day ahead. At 0930 h we saddled up in the transport kindly provided by 51 FNQR to head over to HMAS CAIRNS. We were given a tour of one of the Armidale class patrol boats (like the one on Sea Patrol) - pretty Gucci stuff. But as we found out they are actually on lease and under warranty so all of the good trade stuff was done by civilian tradies. The 'pusser' then gave us a tour of their workshop which was well decked out with not necessarily new machines but 'working' machines for bending, cutting, drilling, welding and you name it they most likely had one. Some of the boys just stood there in disbelief. After we managed to get the boys jaws off the ground we headed back to the compound so we could start on the repairs.

CFN Humphrys (Barry) and I (Fat Mandy) tackled a steering box on a 4x4, CFN Mitchell (Mitch) and CFN Bell (Belly) started on a transmission removal and refit on another rover. The toerags - CPL Ramsay (Stevo) and CFN Fitzpatrick (Fitzzy) - went to inspect a large quantity of chains and recovery equipment, CPL Thompson (Tomo) and CFN Blanford (Blannas) got to work on some Tinnies that required welding, CFN Perry (Pez) got hold of some outboards that needed some tinkering, and our scab lifter LCPL Gadsby (The Great Gatsby) he just watched on hoping we would hurt ourselves. Our tough 21C Macca kept us on task and motivated while the boss planned for the days ahead and gained an insight on repairs needed in Weipa.

Day 3 – Was an early start for a run out to some more RSL's for weapon inspections (Mareeba, Atherton and Malanda) we followed the Kennedy Highway up to the tablelands with scenic stops at Lake Eacham and Milla Milla Falls. We enjoyed a great lunch while Mitch, Belly, Tomo and Blannas stayed back to finish the jobs they started the day prior. Back at 51 FNQR all the work was completed and we gained some information on the ARB air compressors equipped on the RSFV's. We knocked off to join 51 FNQR at their boozier to watch QLD smash NSW in the origin yet again.



Day 4 – After a set of convoy orders from the boss we set forth on our drive to Weipa with a detour out to Cooktown to check in on the RSL. After a few stops including mornos at Lakeland we finally arrived. Our fitter Pez headed down with the boss to the RSL to get the job done while the rest of us smashed some food in our heads and did a bit of sightseeing at the local lookout. We discovered that we were actually in Cooktown 240 years to the day of when Captain Cook first landed there! The boss said he planned it that way but we knew better. Then we were Oscar Mike (on the move) again heading to our night loc of Musgrave Station. During the drive we got a small taste (and I mean taste) of the gravel roads and dusty conditions of the notorious Peninsula Developmental Road (PDR) which we would spend all of the next day driving on. Not long after entering our night loc and setting up our BBQ, 21C Macca came across a bloke called Nick who was travelling back to Rockhampton from the Cape and having some issues with his Nissan GU Patrol with lights dimming and warning lights going off all over the dash. So Macca informed him he was in luck and that there was a dusty team of Army lads that would help him out. After some testing and a few curses we discovered his alternator was stuffed, and with an electric fuel pump and dying batteries it was not a good idea to keep driving as it was now dark. So after explaining to Nick a further 5 times why he should not try to run the gauntlet to Cairns at night, we finally got him to agree to camp the night while we charged his batteries so he could make the trip during the day so his lights would not drain his batteries and stop his engine.



Day 5 – Another early start, after throwing Nick’s batteries back in and sending him on his way we had breakfast, packed up and rolled out on the dusty road to Weipa. It was a long drive, we stopped a few times for a break and again at Archer River to refuel. The owner’s eyes must have turned into dollar signs as they watched a line of Army vehicles fill to the brim at \$1.80 a litre. After getting a meal we were once again Oscar Mike. Finally we arrived at Weipa just before dark, we parked up the vehicles which had been very reliable so far, set up the BBQ, and got some food into us before we grabbed our fishing gear and headed out to do some serious work. The Cod seemed to be around with the boys pulling them up on bait and lures. The scab lifter caught a nice queen fish, and Steve Ramsey got a little fingermark which he threw back only to watch it get smashed by a big silver flash. So it seems there was something catching fish that day it just wasn’t us.

Day 6 – Was a very early start beginning with the RAEME CFA (rod, castnet, full tackle box, bait, wearing double pluggers; must arrive at the jetty before sunrise but must not lose anything) on arrival we also had to do an RDJ to get to the killer fishing spot we had reconnaissance on the previous night. There was a lot happening around the place with fish jumping around and getting hits on the lures. I was lucky enough to get a hit by the big silver flash to watch it casually take my lure and all my line under the jetty and wrap me around the pylons to break me off. After shouting at the water telling the flash I’d be back, we headed back to camp, had breaky and got ready for the day. The boss filled us in on the plans for the day, first off was to check the 51 FNQR equipment fleet in Weipa and then an off-road driver training session to a spot that the CSM in Weipa had given him directions to. After the equipment checks were complete and a few minor repairs we headed off on the drive, it involved a short stint back on the gravel road then a nice little 4x4 track up to a creek. While we had the opportunity we thought we should try to catch some lunch. We walked up and down the creek flicking lures and watching for crocs, Steve Ramsey landed a fish on his first cast, which gave a good vibe. After seven snags a lot of dancing and cursing plus the loss of 3 lures I finally landed my first ever Barra - it was only small but was at least a Barra. The boss also landed a notional 60 something cm Barra but no one else was there to see it so it didn’t count. Macca wrestled with one snag half the day and the rest of the boys got their share of snags, some even up in the trees. After some grub and another couple hours of flicking lures we packed up and headed back to Weipa via another 4x4 track which was slightly more challenging and a bit more fun. One thing we learnt is that the old LR110s certainly hold their own off-road. We headed out that night to get a feed at the Weipa bowls club which went down well with a few cold ones and storytelling of the one that got away.

Day 7 – We started the day with some touch footy for PT. I like touch footy but Macca was over the moon just loving every minute of it. So after breaky and a shower we went to work and knocked over some bigger jobs we still needed to do before we set off north to Cullen Point north of Mapoon and Red Beach for some more off-road driver training and what turned out to be the boss’ “recovery stand”. We got there around lunch time so we had lunch while Barry and Fitzy went to recon the beach to find us some live bait and a good place to fish. They returned with good news and after they had something to eat we set off to the spot and while the boys started flicking lures and using prawns I headed out with Barry and Fitzy to get some live bait they had spotted earlier. I threw the cast net a few times and managed to get some pod mullet, so we headed back to the rest of the boys who were knee deep and fishing already. After a couple of hours fishing with no hits not even with the live mullet we decided to call it quits and head back. That’s when trouble struck! First Steve Ramsey and I discovered we had a flat. So after a quick change that would make a F1 pit team jealous, we set out down the beach first to get some happy snaps of the convoy rolling down the beach. Tomo managed to get his and the boss’ rover bogged in a muddy inlet trying to get over a sand dune onto the beach and then Fitzy

got bogged just ahead doing the same thing. They were in trouble and as we were in the recovery rover with winch they sent down Macca to come grab us back so the recovery boys could earn their spots on the trip. They didn’t muck around either Fitzy pulled out his gloves and it was on. They had them both out in no time using another rover to hold the recovery rover in place while it winched out the other two. After all of that and with darkness approaching we headed off back to Weipa. Once we arrived back at camp and had dinner we discovered the mullet were still alive, and decided to go back down the jetty and try our luck with them. On my first cast I got smashed and landed a 63cm barra got a happy snap, threw it back, reloaded and casted out again. After another hit from the silver flash and with no live bait left we decided to try jigging to refill our stock. All we could manage to hook was butter bream so the boss threw one on for the fun of it and got taken by something BIG which went straight back under the jetty, along with his hook, line and sinker.



Day 8 – Well it was time to head back down to Cairns. After a weight session for PT and breakfast we packed up, stocked our food and fuel supplies, and headed off. We stopped at Archer River for mornos and fuel and then continued on, aiming for Laura which would be our night loc. We arrived at Laura and got in a photo for the owner to put on their photo wall and the Cooktown local paper. While in camp we had a guest visit us and welcome us to the camp ground. It was a little dog who hung around for some dinner and slept on my swag. During the night he stood guard and herded off some bush pigs that tried to come into our camp.

Day 9 – While eating breakfast and listening to the boys talk about the dog barking last night I informed them of what I saw the dog do and why he was barking. So we gave him a few snags to say thanks and headed off back to Cairns via Port Douglas. We arrived in Port Douglas in time for mornos so we had a BBQ down at the park by Four Mile Beach while some of the boys even went for a swim even though it was an overcast day. After lunch we did the scenic drive down the Captain Cook Highway back to Cairns. After unpacking the vehicles we were knocked off for the day. While having a chat with CFN Brooks at 51 FNQR we discovered that the jetty we were fishing off in Weipa was home to many types of fish including a Groper, and that they usually use 100 pound line and still get snapped off so they laughed when we said we had a crack using 40-50 pound line.

Day 10 – Started off with some good old PT on The Esplanade to liven us up for the drive back. We stopped in at Tully RSL so Steve Perry could inspect their weapons. Then it was on to Cardwell for lunch and a rest before we headed back off aiming for Lavarack Barracks. As we passed Rollingstone service station Steve Ramsey and I realised that we had not seen Macca’s rover for while so we pulled over to wait for them thinking Macca might of had a Mac attack and required an ice coffee from the servo. After a further 5 minutes we decided to turn back to go and find them. We scoped out the garage and pub but alas no rover so we kept driving back and found them on the side of the road 100 meters from the garage. We pulled up to be told they had a fuel fault. So after a change of filter, top up on fuel, and bleeding the system we were on our way again. As the trip meters approached 3000km we finally arrived back on Lavarack Barracks unpacked the vehicles and thank god we did not have to get into the Rovers again. They would need a good solid days cleaning though... We then headed home to tell our partners the stories and what a hard trip we had.



# Queensland Mustang Spares Drag Car

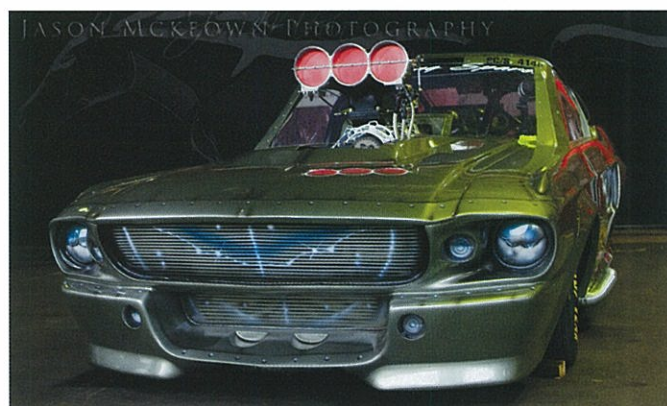
## W02 Neil Murphy

As a continuing theme, here is another update on the Queensland Mustang Spares Drag Car (QMSDC). After the fiery crash at the Nitro! Magazine 1/8 Mile Series held at Morgan Park, Warwick, the Mustang was rebuilt and returned to the track sporting the current grey and black colour scheme. The next couple of meets was spent ironing the bugs out and licensing the car again. This came to a crunching halt during the 2010 Winternationals series, held in June, when the Mustang shook the tyres and spun the car right. Neil was unable to regain the car and unfortunately collided with the car in the right lane. While both cars suffered severe damage, the roll cages and safety cells protected the drivers from serious injury. The force of the impact was sufficient for the rear left rim of the modified dragster to slice through the chassis of the Mustang just in front of the left hand front engine mount and tear the front of the car off.

ANDRA were satisfied with the quality of the previous rebuild and deemed the accident to be just that, an (unfortunate) accident. While ANDRA's decision was pending the car was stripped down to assess the extent of the damage. After some soul searching and bank balance checking, the decision was made to rebuild the current chassis. Neil took some time off and headed for the United States and while he was there spoke to some of the big names and Companies of the American Drag Racing scene. This renewed the drive to get back on the track and gave him different ideas to incorporate into the Mustang.

The chassis was placed back on to the jig to have the front half removed so the new front end could be bent up and welded into place. Onto the new chassis, a modified front engine mount, new front suspension, new wheels and steering were mounted while a new fuel cell and oil tank were manufactured. While the chassis was going back together, the front clip and rear shell were re-laid in the fibreglass moulds. The rear diff had taken a hit, so it was removed and sent off to be straightened.

The rebuild moved along at a steady pace. During the engine strip down, it was discovered that the pistons had deformed. Looking at the data logger, the engine had unloaded to 9,500 RPM before the data logger shut off and the magneto was smashed off the front of the engine. This was caused by the front clip jamming the throttle wide open after impact. These were later donated to the Spanner's Club held at 1 Signal Regiment Workshops as raffle prizes.

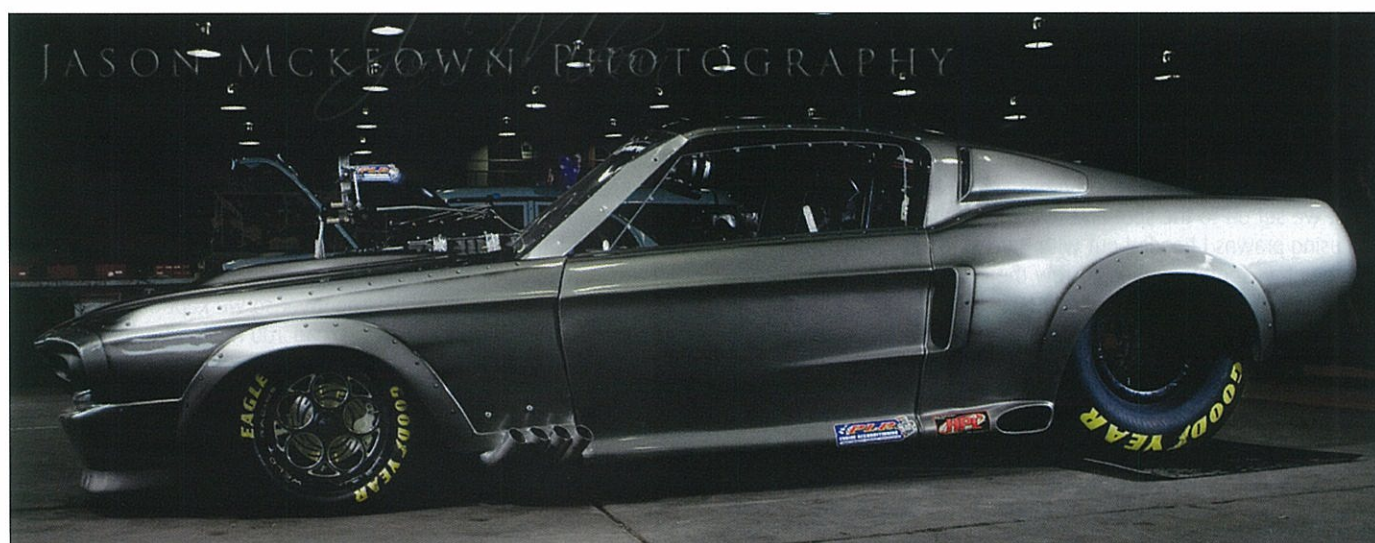


Finishing touches were put to the chassis as well as the start of the fuel and oil plumbing, as well as some of the wiring. The fibreglass body and panels came back for fitting prior to painting. After drilling the Zeus securing clip holes and glassing in the braces, the body was sent off for paint while the chassis was stripped and powder coated. All that was left was the reassembly.

The first weeks of January saw things take a turn for the worse. Mother Nature had different plans for most of Australia, and Drag Racing wasn't very high on her list. Most of the states and Territories suffered terribly at her hands with floods and bushfires. The reassembly took a backseat to the disaster relief efforts and for a little while the days were filled with cleaning up and helping out wherever possible. Willowbank was flooded out and the remainder of the New Years Series was cancelled.

The car now sports a Littlefield Rootes type supercharger instead of the PSI screw type, a Crower glide clutch instead of the pedal clutch and a Big, Tall and Ugly injection hat. This combination should make the Mustang more suitable for regional tracks and the 1/8 mile series as well as major meets held at Willowbank such as Winternationals and the New Years Series.

The amount of racing QMSDC team will be able to attend will depend on the serving member's Unit commitments. If you would like to join the team to help in any capacity, please contact W02 Neil Murphy ([neil.murphy1@defence.gov.au](mailto:neil.murphy1@defence.gov.au)).





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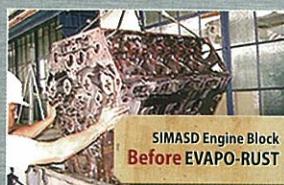
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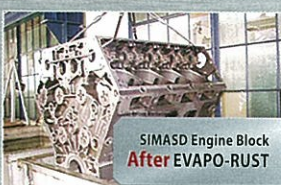
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# The Black Hawk Modification Program

MAJ Mike Hansen, TLMU – AASPO

## The Black Hawk Modification Program (BHMP) – Achievements, Risks and Challenges

### Introduction

As everyone would no doubt be aware, the Black Hawk aircraft is entering the twilight years of a venerable career in service with the Australian Army. Most notably the continued operational employment of the aircraft in Timor Leste, and the recent domestic assistance provided during the flooding, inundations and cyclonic aftermath across much of Queensland, again proved what a worthy platform this aircraft continues to be. However, as happens with all aging equipment, the Black Hawk has in recent years been plagued with increased reliability and serviceability problems. These problems have, at times, been compounded due to difficulties in getting old components and systems replaced or overhauled. Combined with this, a need had developed to modernise a number of aircraft systems and role equipment to enhance the existing levels of capability.

### Program Aim

The program aim is threefold. Firstly, it seeks to enhance existing capabilities by replacing obsolete systems with contemporary ones. Secondly, it seeks to solve a number of obsolescence logistic management issues by removing obsolete systems from the inventory. Finally, to see improved aircraft availability and reliability achieved as a flow on effect of the first two aims.

In achieving the aim the BHMP is largely targeted at avionics systems upgrades; however there is a considerable amount of Aero-Mechanical engineering effort required to support the installations of these systems. AASPO is becoming part of a rarer breed of SPOs in that a large part of our engineering efforts are conducted and managed 'in-house'. This results in a large degree of Commonwealth ownership of the designs. In turn this allows us to quickly and easily react to any design change requirements.

### Program Scope

The scope of work planned for the Black Hawk very quickly led to the decision to make it an in-service program of work, the BHMP. The BHMP draws funding and support from a number of different sources, including Major and Minor projects, and 'in-house' sustainment funding. The BHMP scope of work includes the following capabilities:

- VHF/UHF and HF communications
- Electronic Warfare and Self-Protection
- Situational awareness and mission planning enhancements
- Navigation systems
- Crash Position Indication
- Cockpit Voice and Data Recording
- Role equipment modernisation
- Upgrade of the aircrew and maintenance simulation devices

In order to meet capability priorities, these areas have been grouped into priorities and are being addressed in accordance with customer requirements. Each of these areas is project managed. At program level economies are achieved when combining modifications onto the aircraft. Additionally, time and cost savings have been achieved by adopting an integrated program approach.

### Risks

Several technical and logistic risks have faced the BHMP. I strongly doubt that any of these risks would surprise anyone reading this article, as they are in many cases generic to the defence industry. However, what I feel is of particular note regarding these risks is that some of them are very difficult to actually mitigate. The following represent some of the greatest challenges we have faced, and continue to face, as strategies are developed to combat their impact on schedule.

### Availability of Technical Workforce

The retention of our technical workforce, particularly in the context of Australia's resource boom, is a constant challenge. I would pose that the aviation industry faces additional pressure in this case, due mostly to it's relatively small size when compared against world standards. The BHMP has been challenged with the task of attracting and retaining sufficient personnel, both in-house and with our prime contractor. In fact, analysis last year indicated that the in-house resources available were 25% of that required to complete the program on time. On both the engineering and installation fronts, the low availability of technical workforce has been managed by hiring in additional contract labour. In the case of our prime contractor who is conducting the installation work, this has included a higher cost overseas labour component.

### Aging Aircraft

The Black Hawk helicopter has been operational for around 20 years. In that time the fleet has amassed several thousand flight hours. These hours, when placed within the context of the types of operations the aircraft are engaged in (ship-borne, tactical approaches and landings) means that the airframes have been subjected to considerable stresses and harsh environments. Accordingly there have been numerous repairs undertaken, some standard and some non-standard, on airframes within the fleet. The result has been some large variances in the configuration of each airframe.

In addition to this, when we commence the induction and modification of an aircraft, it is not uncommon that damage will be found which will require additional repairs to be undertaken. At times these repairs have cost several months of schedule.

### Build Variance

Our Black Hawk aircraft, like many aircraft in production today, were all hand assembled. This means there is a high degree of tolerance and variability in each aircraft, which in turn adds a further degree of difficulty in the design of fleet wide modifications. To manage this





we often design tolerances into installation instructions, or support installation technicians using normal industry approved techniques to install components.

Additionally design complexity is experienced, as some of our aircraft were built in the United States and some in Australia. This results in considerable build variation and dimensions from aircraft to aircraft.

Every time we encounter a problem with the design being incompatible with a particular aircraft build state/configuration, a Supplementary Engineering Change Authority (SECA) must be raised and processed. This almost always requires a collective approach to address the issue, involving Project Engineers and Installation Technicians. The aim is to develop a design change that provides a simple and effective solution to the problem without compromising the airworthiness of the fleet.

Engineering changes in the form of SECAs are a challenge for the BHMP. The previously described age and build state of the fleet means that SECAs can arise at any time during the program, and can cause an unknown amount of re-design effort. Therefore, SECAs pose a risk to schedule that cannot be fully resolved or mitigated.

### Supply Support (MILIS)

The introduction of MILIS had a significant impact across the entire defence organisation. The BHMP was not immune to this impact. Differences in the system architecture between SDSS and MILIS meant that MILIS was not able to support the partial creation of modification component kits. When MILIS went live a number of modification kits that were greater than 90%, but less than 100%, complete were broken down and returned to serviceable stock. A lack of awareness of the MILIS system architecture provided during transition training meant that we were not aware that this was a risk, and so therefore could not prepare for it.

The Asset Build functionality, which facilitates the creation of modification kits, cannot support the BHMP. Therefore the solution requires manually monitoring and controlling the Supply Support functions necessary to ensure that aircraft modification runs as seamlessly as possible. The ability of supply support, employing MILIS, to provide modification components on-time continues to be the highest risk to the program.

### Supply Support (Component Lead Times)

As with any program of work that relies on procuring components from overseas sources, it is critical that lead times are fully understood – early. A failure to do so will potentially result in schedule slippage, or worse still modification will stop awaiting components. This risk has been well managed in the BHMP, but continues to be an area of heightened surveillance.

### Component Quality Control

This has been a realised risk within the BHMP, which cost nine months of schedule. The issue was the delivery and installation of aircraft grade wiring, which was later found to be faulty when it began breaking down. Unfortunately this only became apparent after four aircraft had been completely modified. The wiring was of the necessary quality, and sourced through a reputable supplier. Once the wiring was replaced by the supplier, the first four aircraft were inducted for the faulty wiring to be removed and replaced. This took several months to be completed. It was later determined that the original batch of wire had been sub-standard when manufactured. At this time the damage had already been done to schedule, and all that could be achieved was to make best efforts to recover all possible time.

Our challenges remain keeping a sufficiently large technical workforce to achieve modifications on time, and ensuring that supply support activities provide the correct components in sufficient quantities to allow continuous modification.



### Achievements

The first group of priority modifications were successfully incorporated into the aircraft by 30 June 2010. This required considerable effort and overtime by in-house Project Managers, Engineers, Logisticians, and Installation Technicians – which included a contingent from the United States. This achievement came at a considerable cost; however in a typical project management trade-off cost was exchanged for time to ensure that the 30 June 2010 deadline was met.

In order to accelerate the program and recover lost previously schedule, a plan was developed in mid-2010 to double the number of modification lines available. This effectively would half the time taken to modify the remaining aircraft. This plan is coming to fruition now with the commissioning on the new modification lines occurring over the coming weeks, which will include securing more overseas contract labour; helping mitigate the risks faced by the lack of available technical workforce.

### Current activities and aims

On the immediate horizon for the BHMP is the establishment of four modification lines. This will come at a financial cost, but the benefit will be effectively doubling the throughput for modifications. This will help to recover the lost schedule.

The BHMP is about to enter the ground testing phase. This will see our First of Type completely modified aircraft subjected to ground testing to ensure that all the new systems interact well, and also that none of them have a detrimental effect on existing systems. Once the ground testing is completed, the aircraft will be handed over to Aerospace Operational Support Group - Aircraft Research and Development Unit (AOSG – ARDU) for flight testing. Of particular interest to ARDU is the Human Machine Interface (HMI) of the modified configuration. Once the flight test results are known, any improvements will be incorporated into the modification package.

With Testing completed, the focus of the BHMP team will shift towards getting our designs to the final standard required for fleet-wide service release. This includes such aspects as Introduction Into Service (IIS) training, publications amendments, and final acceptance of all design work. Once these aspects are complete, in-service support of the modifications will transition from the BHMP to the Troop Lift Management Unit (TLMU) to become a normal component of SPO responsibilities. A significant amount of preparatory work has already been completed towards the achievement of this end state by members of the BHMP team. The goal is to have all modifications 'service released' by mid-2012.

### Conclusion

The BHMP is an example of aircraft engineering modification work that is being completely managed in-house. Engineering design work is being largely conducted in-house using a mix of Defence and Contractor personnel. Despite being undermanned, the BHMP team have produced excellent results, and continue to strive to deliver the highest possible quality modifications to the Black Hawk aircraft, thereby enhancing capability and operational availability. If you would like any further information on the BHMP, please feel free to contact the project manager, MAJ Mike Hansen, (07) 4577 7790, michael.hansen@defence.gov.au, or visit the Army Aviation Systems Program Office website for additional project POCs.



# Smart Maintenance

## LTCOL Warren Whibley – S01 Maintenance Improvement DTR-A

*A journey of a thousand miles begins with a single step.*

The Army is undergoing a decade-long deep reform campaign in order to efficiently and effectively meet the challenges of an Adaptive Army. To the RAEME tradesman this is about being smarter in the way we approach maintenance tasks i.e. Smart Maintenance. 'Lean' provides a methodology to support this approach. Using the 'Lean' methodology our RAEME aviation brethren have made significant inroads to improve their maintenance processes, with a little help from DTR-A. This has been a successful first step on their reform journey.

An element of the Army reform program is to address the efficiency and effectiveness of our maintenance processes. The aim is to adopt a smart culture towards the conduct of maintenance, hence the term 'Smart Maintenance'. Smart Maintenance is the continuous improvement of a maintenance system within a financially constrained environment. It aims to eliminate blockages, variance and waste from the process. However, Smart Maintenance is not a compromise to capability, safety, environmental compliance or suitability for purpose.

A recent example of a Smart Maintenance initiative has seen the Land-rover servicing interval change from time to usage. This change was supported by a rigorous technical assessment to ensure that there would be no degradation to the vehicle's mechanical systems. The Land-rover example demonstrates how a simple change in the approach to a maintenance task can realise significant savings in servicing hours and consumables over the life of the equipment. For the RAEME craftsman it is about making every service, maintenance task and repair part count.

To aid in the analysis and continuous improvement of a process Army has adopted the 'Lean' methodology. The 'Lean' approach, commonly linked to Toyota manufacturing, can be applied to any end to end process. 'Lean' is a customer focused mindset that seeks to continuously improve a process. It uses a range of tools that aid in the identification and elimination of problems and waste. The key methodologies linked to the Defence application of 'Lean' are:

- Theory of Constraints. Aims to identify where in a process 'bottle necks' occur and provides measures to eliminate or manage the constraint.
- Identification and elimination of waste in the following eight forms: defects, over production, excess inventory, unnecessary motion, inappropriate processing, excess transportation, waiting and people potential.
- Six sigma. Seeks to eliminate variance from within a process.

Using the 'Lean' approach the aviation tradesmen at 1st Avn Regt, 6th Avn Regt and 5th Avn Regt have all made their first steps in a reform journey. With the aid of DTR-A a select group from each unit conducted a two weeks maintenance improvement activity consisting four days training on 'Lean' principles followed by a six day facilitated process improvement event. In true RAEME style our aviation brethren rose to the challenge.

By mapping out the process in detail and measuring each step they were able to pinpoint waste, choke points and identify areas



*1st Avn Regt continuous improvement activity. CFN Lex Reynolds, SGT Wayne Hodder and LT Jason Long measure and analyse the maintenance process.*

for improvement. This was a laborious activity but their resolve sustained with some fruitful outcomes. Easy win initiatives were implemented immediately with the more strategic proposal, requiring funding, presented through the chain of command. Here the 'Lean' methodology aided in providing a sound business case supported by analysis. Averaged out each Regt identified savings in the vicinity of 4,700 man hours (\$300,000) annually for a one off investment of approximately \$70,000.

As RAEME craftsmen, you best understand our equipment and its maintenance system at the grass roots level warts and all. You also have a bag full of good ideas, which in the past have often gone unheard. The Chief of Army recognises that good ideas can come from anywhere and challenges all ranks to contribute to Army's reform. There are three simple steps to submitting an idea:

Step 1. Outline your idea on paper; identify the problem and your proposed solution.

Step 2. Identify possible benefits of implementing your plan e.g. savings or enhancements to capability.

Step 3. Submit your idea through the chain of command, Army suggestion scheme or email the Chief of Army.

More information on how to staff and submit an initiative is available on the Chief of Army Challenge web site. There is a direct link to this site from the Army home page. Maintenance improvement ideas that are supported but just need a little horse power to get started will most likely find their way to DTR-A. DTR-A has a continuous improvement team that can aid in the management and realisation of smart maintenance initiatives. Assistance could range from help in developing a justification to a facilitated continuous improvement activity.

Question on Smart Maintenance or 'Lean' can be directed to DTR-A. POC is MAJ Dick Fenton on Phone; (03) 9622 2743 or Email; richard.fenton@defence.gov.au

Smart Maintenance sets a challenge to all RAEME tradesmen. Look at the way you conduct maintenance and ask yourself is this the most efficient and effective means to achieve the outcome? If not seek to improve the process through your chain of command. If you need help, there is a support structure and funding available, including DTR-A.





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# RAEME's own Rockhampton Rocket

## WO2 Richard Cooley

One Stone, the fastest dog in the CORPS and owned by the workshop members of 2 CSST in Rockhampton, has done it again and won the title of Rockhampton Greyhound of the Year for the second year running. One Stone's trainer, CFN Jason Feeney, the Pl's Rocky Sparkie, said that One Stone had some serious competition early in the year but he was able to keep them at bay and win the top dog for a second year, a feat which has not happened previously.

One Stone now also holds the record for the most wins by any greyhound at Rockhampton with his 33rd win at the track in December. One Stone's achievements as a very classy regional greyhound have received national coverage, as written in the Australian Greyhound magazine:

### One Stone's Remarkable Achievement

Written By Duncan Stearn, Australian Greyhound Racing Feature Writer Tuesday 18th January 2011

*As 2010 fades into the archives and speculation begins as to which greyhound stars will be crowned Greyhound of the Year in their various states, one certainty for a 'regional' title is the Rockhampton star One Stone (Lindale Blue x Flying Kokomo). The Jason Feeney-trained white and brindle dog was anointed 2009*



*Rockhampton Greyhound of the Year but he will certainly make it two titles in a row because 2010 has been even better.*

*When One Stone scored over 407 metres on 13 November, he completed his 31st win at Rockhampton, going past the previous mark of 30 set by Moth Eaten Tweed. He has since won a further two races at the course (to 22 December) to give him 33 wins from 64 outings at Rockhampton.*

*One Stone is owned by 13 Australian Army reservists and his novice trainer, Jason Feeney, is one of them. The smart sprinter also has his own Facebook page where it is recorded his favourite food is roast chicken and his best mates are a cat named Rastus and a fellow racing greyhound named Andy (Serious Heart).*

*In 2009, when One Stone annexed the Rockhampton Greyhound of the Year title, he raced 28 times at the course for 16 wins, two seconds and one third. In 2010, One Stone collected 17 wins (including seven in a row), seven seconds and one third from 30 star, where he has collected 30 wins and 10 placings in 53 efforts; over 510 metres One Stone has three wins and four seconds in 11 attempts. He was beaten at his first six starts, all in 2008 and all at Rockhampton under a different trainer, before beginning his rise to the top with his first win at his first start for 2009.*

*It's also a testament to the joy and pleasure greyhounds can give so many unsung stalwarts of the industry. One Stone has earned just \$12,670 in prize money, hardly a king's ransom, but I doubt if the 13 reservist soldiers involved in the partnership could give a hoot. Long may he run.*

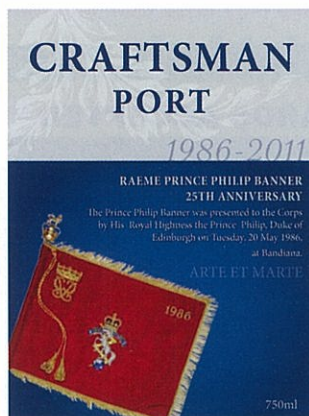
The members of the platoon who, up until 2009 were known as the 42nd Battalion Technical Support Platoon, have had much success delivering their services to 11 Bde and the many units who arrive in Rockhampton. They have enjoyed the success of their laid back greyhound who was purchased thanks to a typical wacky RAEME moment of mateship and the one in all attitude which is synonymous of all past, present and we know future members of the RAEME Brotherhood.

One Stone was retired this month, and has been registered as a stud dog. We are now looking to our next chapter as greyhound owners with the awaited arrival of our new excitement machine, "The Son of One Stone".

In the meantime, the Platoon is facing new developments in 2011 as we go from being part of the 42nd Bn to being known as 2 CSST on the manning of 11 CSSB under command of 31st/42nd Bn, to now being the southern elm and full blown members 11CSSB.

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Region/Unit	Rep	Unit	Phone	Email
NQ	LT David Bannister-Tyrell	102 Fd Wksp, 3 CSSB	07 4411 7497	david.bannister-tyrell@defence.gov.au
SQ	SGT Wayne Davis	7 CSSB	07 3332 7789	wayne.davis@defence.gov.au
NSW	WO2 Mark Johnson	DNSDC	02 8782 4132	mark.johnson6@defence.gov.au
Vic	WO2 Tony Kuilboer	ALTC	02 6055 4175	anthony.kuilboer@defence.gov.au
SA	CPL Neil Macmillan	6 AD REGT	08 8389 0352	neil.macmillan@defence.gov.au
WA	SGT Brad Maher	13 CSSB	08 9262 4279	bradley.maher@defence.gov.au
NT	LT Alex Graham-Bowman	101 Fd Wksp, 1 CSSB	08 8925 9340	alexander.graham-bowman@defence.gov.au
Darling Downs	WO2 Brett Thomas	RAMS	07 4577 7404	brett.thomas@defence.gov.au
ACT	CAPT Dominic Bacigalupo	Command & Support Systems Branch	02 6265 7395	dominic.bacigalupo@defence.gov.au
Pilbara	SGT Darryl Porter	The Pilbara Regt	08 9185 9137	darryl.porter1@defence.gov.au
RAEME Assoc - Qld	Bruce Hermann	Qld Assoc	0418 871 081	bkherb@bigpond.com



# Aircraft Trades Technical Mastery Program (ATTMP)

One of the new RAMS programs this year has a group of eight aviation tradesmen undertaking the first ATTMP.

The ATTMP concept is based on acquiring and maintaining those skills and proficiencies that Army aircraft tradespersons require to maintain Army aircraft and aeronautical product, including contingency maintenance and ABDR. This will prepare the technicians for the multi-platform, multi-trade requirements for the future of the capability. The program will provide AE and AV trade personnel the opportunity and training for enhanced trade experience and further developmental training over the course of a year. The program is being conducted in four phases:

## Phase one – Additional aircraft type

The objective of this phase is to obtain an additional aircraft type qualification and cross trade training, as applicable to base trade/type and availability of courses. It includes ARH and/or MRH transition courses including OJT/OJE, enhanced trade training (including cross trade); and Aircraft Structural Repair / Aircraft Life Support Equipment cross trade training.

## Phase two – Advanced aircraft management skills

The objective of this phase is to develop SKA by gaining a breadth of experience in aviation management in a variety of environments. This includes exposure to aircraft support systems including engineering, defects and supply systems; maintenance management visits and placements, including Boeing, Toowoomba Rescue Helicopter, 20 STA and QANTAS mod line; and LEAN training.

## Phase three – Enhanced aircraft maintenance experiences

This phase enhances a technician's aircraft maintenance skills by conducting non-common advanced aircraft maintenance activities including, but not limited to, major component changes (main transmission etc); full ground operational testing of automatic flight control systems; advanced vibration analysis training; and aircraft rigging procedures. These tasks will be carried out in hangar and field conditions whilst focusing on areas such as trade supervision and mentoring. This will be performed in conjunction with IET training so as to augment the training and man management experience, and reduce the impact of removing aircraft training aids from the shop floor.

## Phase four – Advanced trade training

This phase allows further development of the technicians' skills and career through the completion of Subj 4 CPL or SGT as appropriate. Opportunity to complete Subj 1 and 2 courses will be dependant on individual promotion requirements.



(Rear L to R: CFN Hardless, CPL Feeney, CFN Timbs, CPL Simcich, CFN Frankel, CFN O'Connor. Front: CPL Gilhooley)

## The Program so far

Phase one has drawn to a close, it has been a challenge undertaking both the type course and OJE components of ARH. The make-up of a composite airframe in itself is completely different to a Blackhawk, and the steps forward that can be seen when transitioning from such old technology to a modern aircraft are astounding. Systems like the roof mounted sight, 50mm gun and air-conditioning are new areas to most technicians, and in which valuable knowledge and skills have been gained. Now the program is in phase two and the first stop is AASPO. Members are allocated to various sub-departments such as Maintenance Requirement and Determination, Troop Lift Management Unit and Cargo Helicopter Management Unit, to gain engineering and logistic exposure.

## Future plans

After analysis the program will be tweaked to ensure that it meets the aims and outcomes intended for the program. This will be done using feedback, input from the Avn capability, and direction from HQ 16 Bde and CO RAMS. Within the Avn Regts there has been plenty of interest in the program for next year. WO2s and ATTMP members will be visiting units soon to give more information on the program to those interested in becoming a future ATTMP member. The visits will also allow discussion with Avn Regt's engineering hierarchy about the program, suitability of technicians, engineering opportunities and development of the content of each phase.

CO RAMS would like to invite those interested to attend the RAMS visits and contact either the RAMS staff presenting or their Chain of Command. With any luck we'll see you here next year.

## ***RAEME Association Vic Incorporated***

All regular, Reserve & Retired Members of the Corps are invited to join our Association. We have Chapter members in Bandiana, Seymour & Vietnam Veterans as well as other members throughout Victoria .

Why not contact our membership officer for an application Form?

**Gus Allen:** [gus\\_allen@bigpond.com](mailto:gus_allen@bigpond.com) **Phone:** (03) 9802 5460  
or download from our Website: [www.raeme.org.au/vic](http://www.raeme.org.au/vic)



# RAEME in the USA



America, land of the free and home of the brave is also home to sixteen members from the Corps who are 'living the dream' on exchange posting or long term schooling. This small band of merry officers and warrant officers is waving the Corps flag proudly from Florida in the South, to California in the West, to Michigan in the North and from many points in between. Our experiences are as wide and varied as our geography; from COL Gabby Costigan leading a logistics plans directorate in US Central Command to WO1 Wayne Dooley working alongside the US on the development of the Joint Tactical Vehicle Program, to WO2 Lee Maloney and CAPT Terry Jasch deployed with their US units.

A common thread that strikes anyone who has worked with the US military, whether that is alongside on operations, attending a course, or experiencing posting, is the sheer magnitude of their endeavours. With an active, or full-time, component of over 550,000 and Reserves and National Guards bringing the total Army to over one million everything happens on a scale that is difficult to comprehend and fascinating to witness. When you look at equipment fleets you soon start working in thousands, tens of thousands, and even hundreds of thousands of pieces of equipment. Just think about making a simple modification to fleets this size and you start to get an idea.

But this doesn't mean the US Army doesn't have trick or two to learn from their Australian RAEME counterparts and that's the beauty of an exchange posting or schooling in the US. Both the US and Australia have much to learn from each other's experiences and I am sure you wouldn't be surprised to know that many of the issues faced are similar at the macro and micro level. All this contributes to maintaining a strong Alliance that commenced in WW1 and has been forged in wars and major theatres of operation since.

Equipment maintenance is a function of the US Army Ordnance Corps and its importance is well recognised. Units, the Army Materiel Command and Defense Logistics Agency all work hand-in-hand to maintain the Army's fleets. With equipment drawing down from Iraq, rotating through Afghanistan and being utilized elsewhere across the globe, the Army has embarked on a program of equipment 'reset' to inspect and overhaul its equipment fleets as they come out of theatres of operation and prepare them for use again with units as they ready themselves as part of the Army's Force Generation Cycle. This relies on a network of depot facilities in the US and in deployed locations and a strong collaboration between the military and industry.

So aside from enjoying peanut butter and jelly sandwiches and watching the baseball, just what are our RAEME members up to in the US? Read on to hear from a few of us to get a better feel. Perhaps it's time to get out your pencil and make a few notes as we will all be coming home one day and someone out there is going to replace us.



*US Marine Corps Iwo Jima Memorial overlooking Washington DC*

## LTCOL Piers Cambridge – Fort Lee, Virginia

Giddyay, I'm LTCOL Piers Cambridge and I am currently posted as an Exchange Officer at the Sustainment Center of Excellence at Fort Lee in Virginia. The Cambridge family arrived in early January this year, to a brisk -4C and snow – having left a tropical balmy Townsville summer after finishing my appointment as CO of JLU(NQ). In early January I attended the Theatre Logistic Planning course, a five month course designed to teach logistic officers the art of logistic planning at the theatre level. It was a particularly good course to get an insight into how the US Army structures its sustainment capabilities, how they do business, the number of units that they have and the capabilities that reside in the US Army. Needless to say it was a rather interesting eye opener!

Fort Lee is the US Army's key Sustainment (or logistics) training centre, the equivalent of ALTC, however, the scale is just somewhat different with some 30,000 trainees at peak periods! Having said that, many of the courses are the same; from specialist maintenance courses through to CAPT/MAJ career courses. Resident within Fort Lee is the Sustainment Center of Excellence, which houses the heads of corps, and a section that works in current force structures and future capabilities – an equivalent to LWDC in many respects. My job whilst I am here will be to assist in the analysis of capability shortfalls – both equipment and units. That work when completed will be used to inform the capability acquisition program in the sustainment space over the next 5-20 years. It will be particularly interesting to see what capabilities will be required in the Ordnance Corps (Maintenance and Ammunition functions) to support the deployable maintenance capability into the future.

The US has been very much a change for us – whilst we speak the same language (sort of) things are done very differently here and the size and scale is somewhat daunting on occasions. Having said that, the Australian accent opens many doors and the reputation that Australians have from Vietnam, Iraq and Afghanistan means that we are well looked after and well respected by our US counterparts.



*LTCOL Piers Cambridge looks on during a Staff Ride to the Overland Campaign Battlefields from the Civil War – to review logistic aspects of campaign planning.*

## MAJ Pete Stuart – University of Maryland (UMD), Long Term Schooling

Prior to my posting to the USA, I was posted to DTR-A in AHQ, which



saw me taking an active role in the Maintenance Management Improvement Program and LR110 Maintenance Reform Program. It was these projects and my prior DMO experience that exposed a little known opportunity for professional engineers within our corps, specializing in reliability engineering. Yes it sounds dreary and yes there is plenty of funky maths to cram into your noggin, but reliability engineering often forms the basis for some significant materiel acquisition, sustainment and disposal decisions

Life at UMD is the real US college experience. From the football jocks to the cheerleaders and the myriad of social events, staying focused on academics can become a tedious chore at times, but I remain up for the challenge! The reliability engineering program at UMD is world-class, with no current equivalent within Australia. I highly recommend the opportunity to fellow engineering officers and as a 46th Class Apprentice myself, I guess it is possible for anyone in the corps with a desire to pursue engineering.

Next year I am off to the US Army Test and Evaluation Command to learn how they practice the craft and hopefully I can then return to Australia with something positive to contribute to the corps, Army & DMO where I will take up the SO2 Reliability Engineer post. I will however miss my Mustang, but all good things must come to an end.

### **CAPT Terry Jasch – Fort Campbell, Kentucky**

I am CAPT Terry Jasch an Aviation Maintenance Officer serving with the 101st Airborne Division as the Production Control (PC) Officer for B Company, 563rd Aviation Support Battalion (ASB), 159th Combat Aviation Brigade (CAB).

My prior experience has been with the Aviation Support Group Workshop and the 5th Aviation Regiment, including deploying as the Technical Support Troop commander in support of Timor Leste Aviation Group – 8. The exchange experience has been tremendous.

Arriving in the US in June 2009 I spent my first four months at FT Rucker, Alabama attending maintenance management courses, learning how the American Army conducts business. In December 2009 the unit returned from deployment in Afghanistan and I replaced my predecessor CAPT Heath Smith at FT Campbell, Kentucky. My role as the PC Officer is similar to that of the Electrical and Mechanical Engineering Operations Officer (EMEOPSO) in an Aviation Regiment. Coordinating maintenance phases of OH-58D Kiowa Warrior, UH-60A/L/M Black Hawk, CH-47D/F Chinook and AH-64D Apache aircraft.

A major difference between a Tech Support Squadron (TSS) in the Australian Army and an Aviation Intermediate Maintenance Unit (AVIM) in the US Army is size and specialties of trade. From a RAEME perspective it has been interesting to see that the work conducted by my company of approximately 250 personnel supports over 100 aircraft as well as off aircraft maintenance of components and support equipment. Where the Australian Army has effectively four trades (Aircraft Technician, Aircraft Avionics Technician, Sheet Metal and Aviation Life Support Fitter) the US Army is broken down into finer spread of specialties. These include Hydraulics, Airframe, Power train, Crew Chief (for all types), Radar, Communications, Machinist, Engine shop,



*CAPT Terry Jasch Graduation Day – Air Assault School*

Flight Line, Armament and Quality Control – a maintenance setup that has both its advantages and disadvantages.

To try and fit everything this experience has offered into a few paragraphs is impossible. But some of the highlights have been completing Air Assault School, a rigorous 10 day course to qualify soldiers in airborne and air assault operations and then preparing to deploy on operations.

In October last year, the Brigade as a whole undertook final preparations for deployment by going on exercise to a desert like environment, in our case, FT Bliss Texas. Maintainers learn the hardships of a slow supply system in the field and the agonizing attributes of maintenance in the desert – heat, sand and repetitive damage to aircraft. They also conduct ground convoys, remote fuel and ammo resupply operations, Down Aircraft Recovery Team (DART) rehearsal and live fire including convoy live fire operations. When it came time to deploy around 100 helos first fly to the US East Coast, to be then folded and loaded onto a cargo ship to an intermediate staging area where buildup teams loaded them into C5 and C17 aircraft for the final leg into Afghanistan.

Currently we are deployed to Afghanistan and have already conducted over 25 phases, participated in recovery missions and supported maintenance in outposts. As a RAEME officer, being able to be part of such a massive organisation is an experience I have been lucky to have. The lessons drawn from working with a foreign maintenance unit have been extraordinary. If an opportunity like this comes by for other RAEME officers and soldiers – grab it with both hands.

### **WO1 Wayne Dooley – Detroit, Michigan**

Greetings and salutations brothers and sisters as Tank used to say. Well after almost 18 months in Detroit, I have to say Detroit freeways sure beat the Westgate freeway or the Werribee train line for a trip to work. Dodgems at 70MPH is cool.

I work for the Joint Light Tactical Vehicle (JLTV) Program Office in the test and evaluation section. JLTV is a joint program between the US Army, US Marine Corps and the Australian Army. If you have been living under a rock just Google “JLTV” and check it out.

The program has just finished US based testing as part of the Technology Demonstration (TD) phase. The purpose of TD phase was to prove out the requirements and see what was achievable prior to



*Down Aircraft Recovery Team (DART) prepping to sling a Cobra shell during Operational Preparation Training – FT Bliss Texas*



## RAEME in the USA cont...

I moving into the next phase of the program. Three vendors provided a total of 31 vehicles that underwent reliability, ballistic, transportability and performance testing. Reliability testing was conducted in Australia on 5 vehicles and a user evaluation has just been completed at Puckapunyal.

The next phase of the project will be an open competition later this year, with a revised specification as a result of lessons learned during the TD phase.

### MAJ Steve Davis, Redstone Arsenal, Huntsville Alabama

I am Major Steve Davis, RAEME – Aero, posted to the Redstone Arsenal - Aviation and Missile Command (AMCOM) in Huntsville Alabama. I am on a base of some 35,000 representing about 40 US agencies, including NASA's Marshall Space Flight Center which developed the Saturn rockets used for the Apollo moon landings. The military presence is predominately Program Executive Office (PEO) Aviation and PEO Missile and Space.

Although I started life as a Infantry soldier, I have since served in a number of Corps aviation appointments in DMO and 16 Bde as well as OC Wksp, 1 Avn Regt. My current job is as the AMCOM, Technical Liaison Officer (TLO) for Australian Army Aviation. Here I am certified to PEO Aviation for all Australian Army Aviation Platforms and my role is to provide opportunities to enhance the acquisition and in-service management of our helicopter platforms including Chinook, Black Hawk, Kiowa, as well as the soon to be Shadow UAV. However, the job is a two way street, with information flowing to and from the US and Australia and we share and learn from each other. My work also involves all aspects of Aviation Blue Force Tracker, Air Warrior Life Support Equipment, the occasional Hellfire, plus some items for RAN Sea Hawks. I am responsible for processing Requests for Information (RFI's) against US Army Foreign Military Sales cases from organisations back home such as the Army Aviation SPO (AASPO) and Army Aviation Systems Branch (AASB). The second part of the job is to attend a lot of conferences within scope of our aviation capabilities which keeps me on the road a lot.

Life in the US is both rewarding and challenging on the personal and professional front. The great opportunity of living and working in another country, exercising the skills you have learnt to provide support to the fleets that the ADF operate, is complimented with exciting challenges of understanding the juggernaut that the US DoD and industry is and how to access/acquire the required information through the correct channels to sustain and improve our rotary wing fleets under our own regulatory framework. Personally, the experience has been one which the family will no doubt reflect on for the rest of our lives. Life is good and the experience is rich, but at the end of this posting we look forward to the great life that Australia has to offer.

### LTCOL Gwenda Caspersonn – Embassy of Australia, Washington DC

I am currently posted as the Staff Officer Joint Personnel and Joint Logistics, Australian Defence Staff at the Australian Embassy in Washington DC. Prior to arriving in the US with my family in December last year, I was posted to AHQ for four years; three years in CSS Development working with fellow RAEME officers COL Andy Adams and LTCOL Karel Dubsky followed by one year in Personnel Operations.

My current role is primarily to monitor joint personnel and logistics issues and liaise with various areas within the US Department of Defense and other organisations. I help facilitate the exchange of information between the US and Australian Departments of Defence

and Veterans' Affairs. I also scan US Defense related media releases and attends various presentations with a view to identifying those issues and topics relevant to Defence Groups, departments and agencies in Australia. When appropriate, reports, website links and other resources are forwarded to relevant Australian based departments/organisations. I also undertake hosting duties when ADF members and Australian Members of Parliament conduct official Defence visits to the US. In addition, there are many great opportunities to represent the ADF at official meetings and social activities at the invitation of the US military and representatives from other countries based in DC.

In the short time I have been here two highlights have been the ANZAC Day Dawn Service at the Korean War Veterans Memorial in DC and a battlefield tour of Gettysburg.



ANZAC DAY 2011 Dawn Service at the Korean Memorial in DC

### CAPT Francesco Palmeri – University of Maryland (UMD), Long Term Schooling

I am CAPT Francesco Palmeri and I am currently posted to the University of Maryland on Long Term Schooling to conduct a Masters in Reliability Engineering, attending the same college as MAJ Pete Stuart and CAPT Glenn Sanders. I am formerly a ground RAEME Fitter/Armourer from the 47th apprentice intake.

It should go without saying that this posting is a fantastic opportunity from both a personal and professional point of view. In my opinion, the course is great but I will add that it may not be suited to everyone; just depends on your own goals and aspirations. I wouldn't recommend this posting to someone who is solely motivated by a US posting. A strong academic background is also highly desirable to survive the workload.

As for its benefit to the Corps and Army, I believe that Reliability Engineering is something that can benefit Defence greatly in some keys areas: to improve the availability of assets; enhance the logistic process through improved maintenance practices and better supply chain forecasting; and risk quantification through the use of detailed Failure Analysis techniques. To fully realize the benefits of these points, a cultural change is required in some of the ways Defence currently does business.

In general, I have found life in the US to be great from the limited parts of it that I have had exposure to which is mainly the DC area. There are definitely some cultural differences but that just adds to the adventure. Speaking of adventure, I've signed up to do my first marathon ever (Marine Corps Marathon) which also keeps me focused on fitness away from the uni side of things. I Hope this brief insight helps paint a little picture of life on my posting and the fantastic opportunity that the Corps has provided me.





*Heavy Equipment Transporter (HET) field maintenance*

### **MAJ Col Lea – New Cumberland, Pennsylvania**

MAJ 'Col' Lea, and I are currently posted to the United States Defense Logistics Agency (DLA) – Distribution. I work in the HQ in New Cumberland, Pennsylvania. DLA Distribution has approx 10,000 (mainly civilian) Defense Personnel working in 26 depots globally. Collocated in New Cumberland is the Defense Distribution Depot Susquehanna, which is the largest strategic defense platform and supports the US East Coast and US operations globally.

I work in the J5 Office of Future Plans, and in addition to planning covering the areas of responsibility for Pacific and Central Command, I am also the Lead Officer responsible for Continuity of Operations Planning worldwide. A recent focus has been support to OP TOMODACHI following the earthquake and tsunami in Japan. My position is a CC55 (any logistics officer), however, it is a great job for a RAEME officer and is ideally suited to someone post sub unit command and who has previously worked at the operational and strategic level. Operational experience also certainly helps.



*A US Army Chinook on a snow clad airfield in Alabama is prepared for an Australian pilot familiarisation flight*

### **MAJ Virginia McDougall – Redstone Arsenal, Huntsville Alabama**

Hi, I am MAJ Virginia McDougall and I am posted to Redstone Arsenal, Huntsville Alabama with the Chinook Helicopter Management Unit as part of the DMO. I am one of the other 34,999 working on the base with MAJ Steve Davis. I am the Project Liaison Officer for the CH-47F Chinook Helicopter Acquisition Project.

I am an Aeronautical Engineer and my previous postings include 5 Avn Regt where I was fortunate to deploy to Afghanistan in 2006

as a Troop Commander in support of Rotary Wing Group's two CH-47Ds. Other postings have included the Army Aviation Systems Program Office as the Logistics Manager for the Chinook and as the Senior Recruiting Officer at Defence Force Recruiting in Canberra.

The PLO job entails liaising with the US Army and contractors such as Boeing to gain information to support development and management of the Acquisition Contract. It also involves going to the many and varied Conferences that the Army Aviation Association of America (AAAA) and the American Helicopter Association (AHS) run each year. Army Aviation appears to love and operate around Golf so if you aspire to this job, take up golf before you arrive – every conference has a Golf tournament! The job is a great experience to see how we acquire aircraft and how important RAEME input is to ensure the aircraft arrives with the correct capability, spares and (of course) paperwork.

The first big difference I came across working with the US Army is the sheer scale of their Army Aviation operations. Operations and logistics have very different approaches to managing a small fleet such as our ADF fleets. Another aspect worthy of note is how the patriotism extends into Contractors. All companies supporting the US Military have a strong connection to the soldier and want to deliver products to directly benefit the soldier on the battlefield. Otherwise life in Alabama involves big trucks, ribs, slaw, beans and tornadoes.

### **Wrap up – LTCOL Ed Smeaton**

Well, I guess I should finish it up and let you know what I have been up to, I am LTCOL Ed Smeaton, posted to the American, British, Canadian, Australian and New Zealand (ABCA) Armies' Program Office in Rosslyn, Virginia. As the name suggests, as well as working with the US Army, my work also involves counterparts from the other four nations in the program and the Marines. Together we work on a wide range of logistics, health and materiel projects to improve interoperability between our nations. Our current focus has squarely been on supporting operations in Afghanistan and we have compiled reports and publications on logistics aspects of the military participation in security force capacity building. This year we will be looking at transition planning and also reporting on the use of sustainable energies and alternative fuels. It's a very interesting job and has involved a healthy dose of travel between the five nations.

I think it's fair to say the Corps is making a great contribution over here in the US and is well represented in a number of fields. We will all bring back experiences that will filter through our follow-on postings and hopefully we have also imparted some knowledge of our own. I am sure there are more than a few US Army members who have been brought up to speed on the traditions of RAEME.

My takeaway is that no workshop social club should be without these two products from 'Craftsman' tools; the Craftsman wrench bottle opener and Craftsman screw driver bottle opener – happy to take orders!



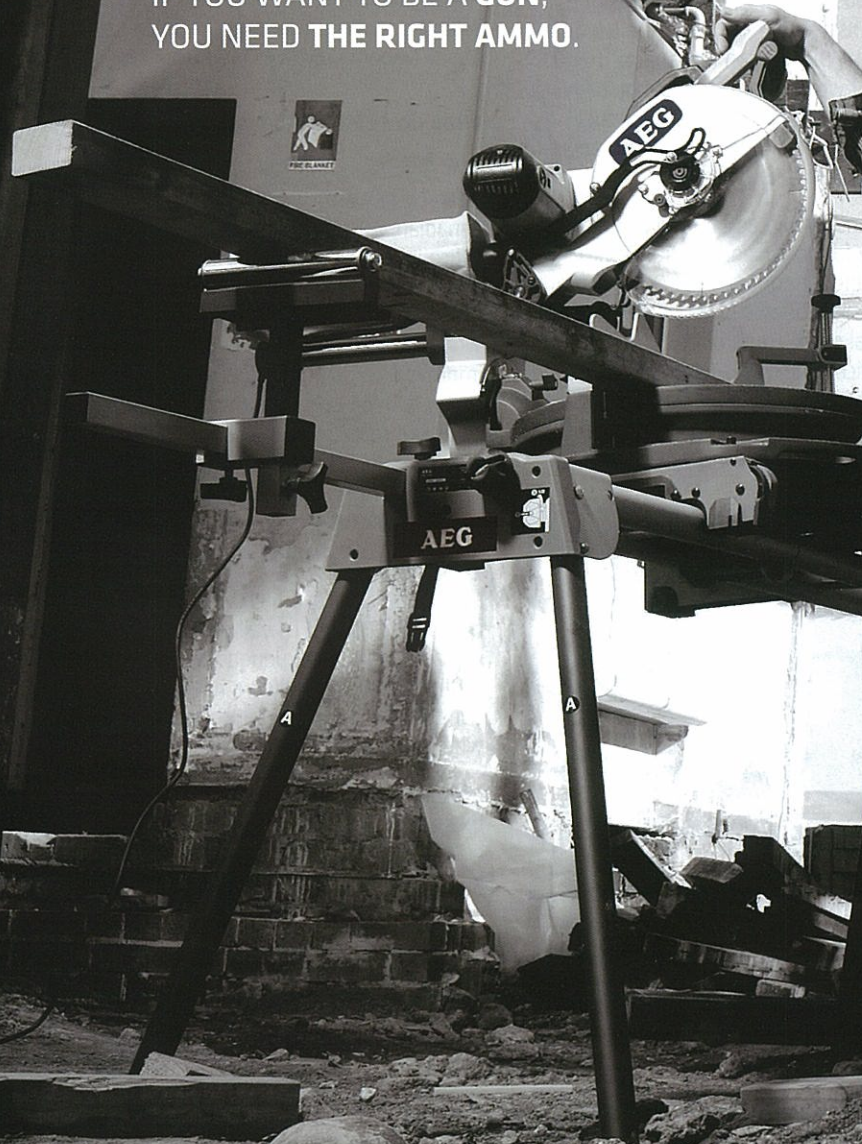
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# FSU – 4

## CFN S. Vloothuis

The FSU-4 RAEME guys are still battling the maintenance fight diligently. We've made great strides in inspecting and repairing a lot of the equipment that comes from further in-theatre. We're now into our sixth month of deployment and all of us are feeling that longing to get home and quench our thirsts but we're going to get the job done first. You certainly appreciate the small things in life when you're away from home.

SGT Jamie Smith, CPL Jay Harding and CFN 'Macca' McNamara have been working in Tarin Kowt and have also spent many hours putting all the small fires out. SGT Smith spends his time working on the Rovers, Unimogs and Manitou forklifts that litter the base which is not easy for one bloke to handle. CPL Harding and CFN McNamara also have a big responsibility working with the Camp Maintenance Team of engineers, checking and repairing any generators and electrical hard lines around the base and giving a hand to the MTF blokes as well. We catch up with them now and again to see how they are over a coffee from Poppies or more recently Green Beans (the yanks do have some good points). At least it's not freezing anymore so you can have a conversation with them without snot trails running down your face.

LCPL Trev Miller plays the Lone Ranger at Kandahar looking after anything that moves in Camp Baker. He was thrown in at the deep end at the start but has found his feet and is now all over MILIS like a.....(insert suitable anecdote). Occasionally one of us gets to visit him and TGI Fridays and the PX stores and KFC and anything else that looks remotely interesting. Not much else to do there.

Back at Al Minhadistan, SGT Banks and myself have had our work cut out setting up a boffin workshop as we are the first boffins to be deployed with FSU. We've taken over all Med & Dent inspections and are currently into the second lot of 6 monthly inspections of all medical equipment in the MEAO. We're also grabbing whatever RTA stock, that doesn't have a 42, and conducting inspections on all kinds of electronic and optical gear like artillery / ASLAV sights, Combat Net Radio, GPS and night vision equipment. Along with a few forward taskings with MTF and SOTG it's been a long 6 months (only two to go) but we're here to support the guys further in theatre to keep their equipment going. That's what counts.

LCPL Ben Grose and CFN Brad Ledger are putting extra time in to get a lot of weapons inspected, especially the SA2 variants that are flooding in now. We've had an influx of equipment that has swamped us due to the MTF and FCU rotation. They've also had to inspect loads of shipping containers and bushmaster tyres which isn't a pleasant job in almost 50C heat. These fellas are a credit to the workshop around here. They've also got endless 'left-handed' jokes to keep everyone's spirits high.



WO2 Dave George has supported the FSU-4 team really well with plenty of feedback and technical advice which has been a real help. He'll come around the workshop as well, check how us guys are holding up with the workload coming through and have a yarn over the good things we like back in Australia. We've had to get out of a few jams now and again and the Ace has gone in to bat for us a number of times, although, LCPL Grose got a bit of a headache from the Ace's over-zealous chair manipulation in a Bushmaster. Crump.

Our turtle, Belvedere is doing really well. He's a Red-Eared Slider that was inherited by the original FSU crew when the logistical node was back in Kuwait. He gets out of his tank from time to time to walk around and explore. There aren't a lot of aquarium shops around the area so we've ordered some special stuff from Australia for him so he can stay a happy turtle. Loves the dried shrimp and steak. Oh yeah, he correctly predicted Collingwood to win the ANZAC day AFL match. We thought as much as he's got no teeth.

Lastly, we commemorated our comrades, fallen and serving on ANZAC day. We remembered those who gave up their lives and sacrificed so much for their families and mates. It's a legacy we all hold dear to our hearts so that we can make this world a better place. To all the families and friends who are part of a Defence member's life, we thank you for your everlasting support no matter how small.



# Force Support Unit 3 – Kandahar Air Field

In early February 2010, three Brisbane based RAEME tradies from 106 Fd Wksp, 7 CSSB, formed the EME element of the Camp Maintenance Team – Kandahar Air Field (CMT-KAF) as a part of the third Force Support Unit, headed for Afghanistan. At that time the mission seemed a while away, but before we knew it, our two months of training were at an end and after a little pre-deployment leave, we were boarding a plane for our great adventure north.

We arrived in the UAE for another five days of lessons and range shoots, then a final flight into country. The lads from FSU 2 were glad to see us as it meant they could go home after their 8 month stay. Our handovers took just over a week. Then we hit the ground running just before the weather started heating up, providing ground support to the Rotary Wing Group (RWG), HERON Det, Special Operation Task Group (SOTG) and Force Communications Unit (FCU) other AS elements across KAF.

Although the CMT comprises of five tradesmen, two are RAE and three are RAEME. We also have a RAEME OC. Leading the Force Support Team – KAF is Major John Moore, which has been handy having his support for all maintenance endeavors and his 'blind eye turning' of the tri-colour tagging that has taken place.

CFN Shaun Martin is the Vehicle Mechanic in the CMT. As the sole mechanic he has been kept busy, and had some very late nights, maintaining three Unimogs (two up armoured), an 8 ton trailer, a 4.5 ton Manitou forklift, some white fleet and all terrain vehicles. He has also become my apprentice with the camp generators which have been an ongoing battle since we arrived at Camp Baker.

Marty has taken on two medium repair jobs, which have never been done in this location before due to the limited tooling. One of these included the removal of a hardened cab off one of the Unimogs, in order to replace a worn out clutch. Despite a few delays due to parts, Marty got the job done. We got Marty out on ROCL in time to get home for the birth of his first child; Congratulations to the new parents...enjoy those late night nappy changes.

LCPL Daryl Collier is the Fitter/Armourer in the CMT. Daryl has not only been occupied with the repair and maintenance of a myriad of different weapons from SOTG and other AS elements but when not carrying out his armourers duties he has become the resident 'Locksmith'. Daryl has also been kept gainfully employed with a large number of general engineering and fabrication tasks. Daryl has also acted as TA for the other CMT Tradies, being involved in everything from concreting tasks, air conditioner and washing machine installs and repairs, through to assisting Marty with various mechanical endeavours. The unpredictable quality of supplied materials and 'interesting' nature of some requests has occasionally required Daryl's 'thinking outside the box', but at the end of the day the tasks have been accomplished and (most) customers have gone away happy.

As for me, well I have been 'dual capped' on this trip. Primarily as the Tech Elec, maintaining Camp Baker's central power supply (3 x 500KVAs) plus the odd 16kVA across the flight line, along with installing, repairing and maintaining the 250 plus Air Conditioning systems in Camp Baker and 'my favourite task' repairing Maytag Washing Machines and Dryers. When I'm not doing these tasks I have been donning my EMEOPS cap, as my secondary tasking, driving the MILIS beast to keep those corporate governance cogs ticking and trying to teach our two Sappers the importance of capturing labour hours and maintenance history.



In our down time, the lads have enjoyed the shopping at the many international PX stores on offer in KAF. There are many bargains and much Seppo gear to be found. We also get a chance to not only relax, but also to interact with other coalition forces. We are currently involved in a five match cricket competition against the Poms. Although we haven't lost a game yet, it's still good to get out onto the dirt and rocks to battle the Brits (not that they have put up too much of a battle yet).

We have now reached 'groundhog day' in our routines, but with less than 100 days left in country we look forward to the arrival of the FSU 4 lads. We have achieved a lot already but still have a few things left before, our time is done. We've had a great team to get the job done, the RAEME cast includes;

MAJ John Moore – OC FST-KAF; SGT Wayne Davis – Technician Electrical/EMEOPS; LCPL Daryl Collier – Fitter/Armourer; CFN Shaun Martin – Vehicle Mechanic.

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# Mentoring Task Force – 2

## EMEOPS and PHQ

The pointy end of the workshop landed in country early October, with the PI Comd, LT Jake Fisher, and the ASM, WO1 Aaron Writer, arriving to take over the helm from MTF-1. They were soon followed by the EME WO, WO2 Stephen Plunkett, and PL Sgt, Mark Ingleton. Within three days of the remainder of the workshop hitting the ground, the first round of OP SHOJO began, with a trip out to FOB Hadrian. This saw half of the head shed make the trip, with LT Fisher taking the role of Log Comd, and the towrag tagging along for good measure. This was a rapid exposure to the way the resupply runs were to be handled from then on. It also exposed us to the dust, how to drive trucks for hours with the restraint of body armour and the confines of up armoured cabins. Since that first trip everybody in the workshop had the opportunity to get out on a SHOJO run and have a good look around the country side. The Ace took a bit longer but eventually managed to pry himself out of the office to see just what his workshops at the Patrol Bases actually look like and what the boys have at their disposal.

It didn't take too long for the boys to start forming a routine, and the BBQ's and the weekly "Tool" nominations to start flowing. It is important to note that both the PI Comd and the ASM have had the privilege to be custodians of the tool for at least a week each. The workshop BBQ's were a high class affair, with invitations keenly sought after from anyone outside of our close knit circle. During our time we had the privilege of hosting the MNBTK fire department at one of our events, and they returned the favour by hosting us and teaching us one of the USAs great customs, "Dodge Ball". Needless to say we kicked their arse.

The beginning of the year saw a change in the command structure with LT Jake Fisher leaving us to take his place at ADFA. LT Bruce McDonald willingly took up the chair and hit the ground running with a number of RTF tasks and the odd QA thrown in for good measure. The beginning of March also saw another change to the head shed with Plunks finally leaving us to take up his new posting at JLU-N. Around the middle of March, SGT Mick Garnham flew in from Brisevagas to look after all things MILIS.

January saw the workshop take on a make and mend week, or a scheduled maintenance period. Just about every vehicle in the Battle group was called in and went under the microscope. The boffins went through the Comms, BFT and ECM like a dose of salts, fitters were inspecting every type of weapon known to man, the greasers were up to their armpits and the towrags inspected and changed winch ropes, like you wouldn't believe. The sparky's now talk fluent generator. Many shortfalls were identified and rectified, as you could imagine the hours were long, and the frustrations were high, but all in all it was a very successful period.

As we hit the down hill stretch of the tour, the ROCL relief guys began to leave us. This was also the time when the real fun began, with SCA checks and stock takes for everyone to enjoy. Fortunately we still had the odd BBQ and of course the legendary "Tool of the week" nominations to keep morale right up there. A few of us made it to KAF for a trip and the Ace managed to wheel and deal his life savings away on some "genuine" gemstones....as well as finally finding a new car that was painted straight after being liberated. Some of the others managed to buy the PX out of joggers, ladies ones weren't they Tom?? Then for the rest of our visit we wandered aimlessly around the infamous boardwalk for days on end. "Gee this

war is tough at this end" was a constant phrase.

## B and C vehicle workshop

The B and C vehicle workshop had an interesting time during their tour, with the lows (-14°C) of doing the same job over and over (30 times), to the highs of cracking that fault that has the OEM SMEs in Australia scratching their heads. The small band of merry men known far and wide for their outlandish moustaches were Priyanthi 'Mal' Malavi, Brett 'Tex' Walker, Mathew 'Wilbur' Wright, Mathew 'Hilly' Hillyer, Jarrod 'Toejam' Royal, Shaun 'Wellsy' Wells and their hapless administrator Neilso.

The lads, referred to collectively as 'the propellant of the workshops' managed to keep an aging fleet of Macks and Mogs trucking through the dasht despite transport's best efforts to remain in the safe confines of Multi Nation Base Tarin Kot (MNB-TK). The truckies snapped axles, dented brake chambers, blown turbos, destroyed compressors and collapsed ball joints. Having said that, our own boys rolled a Mack into a river, tore propshafts apart and did wheel stands in a Heavy Recovery Vehicle. The B and C boys just keep on smiling and fixing, relishing the challenge of crawling under a Mack in the dark, in the district centre of Tarin Kot. Oh wait... that was the Recovery lads that needed to be recovered home wasn't it. All in all, morale remained high as the boys continued the age old RAEME traditions of wheelin', dealin' and stealin'. Grand theft auto was no deterrent with even the Ace getting in on the action. Now he knows to respray first instead of hotwire.

The B and C boys definitely made their mark in MNB-TK and the surrounding areas. We improved the workshop again, just as our predecessors did from theirs; released the angry Viking during Movember; failed to convince the general public that Mal is not a Locally Employed Civilian; had blokes on the ground building a check point (built the same one twice after the locals stole the first one); supplied the gym with a new generation of fitness junkies and been a part of the 'Ultimate Perch Off' competition. All in all more funny stories than I can fit on a page, just know we were healthy, happy and could put a spin on anything and everything.

With the tour over everyone is looking forward to going home with new experiences and a wealth of knowledge. For example OP SHOJO, our logistic support convoy, means young girl in Japanese(?); if you can't find it in the manuals, then Google it.

## A Vehicle Repair Section

The hardest working section of the MTF-2 workshop hit the ground running on arrival in Tarin Kowt. On arrival at the stables, the usual complaint about the previous rotation was evident, but the boys and girl hooked in and had the place in good shape in no time. After a long fight we have managed to get permanent power and lighting installed in the workshop, which has made a massive improvement to the ability to work long into the night. A 20' container was somehow relocated to the stables and is now an all weather brew room.







The boys quickly found themselves touring around the area on FRT and re supply runs to the many FOBs around the AO. Some of us had the good fortune to see both Kandahar and Kabul during our travels. A few of the lads found themselves

working in a capacity they rarely see, as a fighting patrol and being utilised for overwatch on large scale operations. The crew in the LAV-F even managed to somehow get themselves involved in a few contacts along the way. The workshops' only female, Ricco, got involved in the Female Engagement Team which saw her on foot patrol with US forces to liaise with local women. The attachments from 1 CSSB were a little confused at the idea of a full days work without first doing a dress inspection, room inspection and some IMTs. After being convinced that they do not need to put cam nets over everything, they eventually settled in well.

December saw the arrival of Dunny and Salesy as our ROCL relief tradies. They were quickly put to work and found themselves all over the AO filling in various roles. At the same time SGT Hopper was conducting a Mine Roller operator's course. The section had the use of a number of vehicles in various roles throughout the deployment. The LAV-F and PMV were both worked heavily in our time over here. The PMV was a mortar variant fitted out with bin packs to act as an FRT vehicle that provides both protection and mobility equal to that of the combat teams we were supporting.

The main focus of the 'A' Team was to ensure the 'A' vehicles were able to shoot, move and communicate. An average of 95% mission capable vehicles was maintained throughout the tour. The high availability of the battle groups vehicles for tasking was a direct result of many hours of hard work, ingenuity and the willingness to get the job done on everyone's behalf.



## EIR SECTION

Due to a complete lack of time management and motivation, instead of writing an article about the exploits of EIR, here are some compiled extracts from the BRT reports.

**SGT Ian Day:** SGT Day performed well above the expected level of your typical British import. Despite the obvious language and age barrier, he made himself a valuable workshops member by displays of generosity, ingenuity (he discovered the effectiveness of nycolube as a pesticide), and marksmanship (he became a crack shot with that spray bottle of gun oil. Flies be warned!). He endeavoured to learn about Australian military equipment and with a few more years experience he may yet develop into a tradesman, however, it is unsure if he has a few more years left in him. SGT Day is recommended for long overdue retirement (lets face it grandpa, it's time to go).

**CPL Matthew Webb:** Webby's chief role during the deployment was to keep SGT Day as far away from the tools as possible. It was a burdensome task, as SGT Day is a sneaky bastard and failure would result in certain devastation to the battle group. Webby was successful, but not without loss. Physically, his once fiery red hair has bypassed grey and is turning an alarming shade of white, and mentally, his normally cheerful disposition has slightly soured. Amongst his peers he is now known as 'The GOC' (Grumpy Old "Codger").

**CFN Bucholtz:** Bucky displayed good trade skills and an avid devotion to his physical fitness. He was most often seen either at the gym getting massively massive, or admiring said massiveness in the SAL mirrors. He is also now well on his way to becoming a chemist after vast experience and ingestion of a multitude of pills, powders and supplements. However, I decline to make any negative comment lest it triggers another mysterious and unexpected rage outburst. Please don't hurt me Bucky.

**CFN Anderson:** Ando effectively managed his time by spending it either making brews or building a retreat on the workshop roof. Known as "The Beach", this retreat was a good place to sit on a shonky recliner, sip on the aforementioned brew and admire the ocean sunset. Other activities at the beach included fishing (yes fishing), staring at a broken T.V or generally just avoiding work. Coming soon to 'the beach' will be palm trees, some grass, and a driving range. CFN Anderson is recommended for immediate promotion.

**SGT Cadwallader:** Cads is our resident SIG Tech, mercifully adopted by EIR after being cast out by his own kind. Despite being a Sig, he managed to dress himself in the morning and not get lost on the way to work...on most days. SGT Cadwallader is recommended for a commendation for actions well above and beyond what is expected of anyone in the signals corps.

**CPL Marc 'Jimmy Wong' Hallam:** Well no-one is really sure what he did all tour. He apparently did a few boffinish things that didn't apply to ASLAV, PMV, radios, or optics. So that didn't really leave much else except maybe for the odd F3 Minelab, but even then he only inspected them. He was used as a bit of a gofor, I mean what else could he do???

Finally a special mention to Banksy and V-man for taking time out of their busy schedule at the retirement village in AMAB, to swan into TK and do the work EIR was clearly to busy to do. Cheers guys.

## MTF-2 Elecys

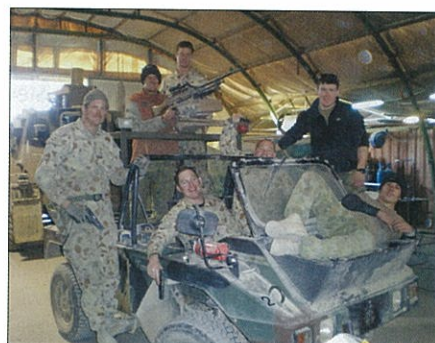
After a very quick high five with the MTF-1 elecys the MTF-2 boys were straight to work with Ando going outside the wire within 48hr of being in country, with Jamie and Danny not too far behind. Since that time the elecys didn't stop. Ando spent a lot of his time steering the LAV-F with trips all over the AO; including a trip to Kabul. Jamie, Dutchy and Poiley spent a lot of time in choppers flying to all the patrol bases trying to keep the fleet of FG Wilson generators running, which at times was a mission within itself. Rufus spent most of his time driving MILIS, everyone's favourite job.

With the generators outside the wire and the random jobs that come up in TK the elecys had no problem passing the time.

## GE

GE was made up of eight crafties, six fitters and two welders. We also had one fitter attached to each combat team and myself as the section head. The "A1", run by WO2 Donnelly didn't require a fitter due to, well.... It's just a VM thing down there at the "Stables."

As you would expect the flow of weapon work was fairly constant, however this was far outweighed by the fabrication and bodgies required by not only BG Tiger but the rest of Camp Holland. The signal for trouble was when Birdy enters my





## Mentoring Task Force – 2 cont...

office, rolling his eyes claiming, “There’s someone here to see you Sergeant!” It didn’t take long for the word to pass around the base that the Aussie boys under the TKFC bucket were quite resourceful and able to fix and create all things steel. All in all most outsiders were extremely appreciative of what we did for them and the growing slabs of coke in the office kept the boys refreshed in the warmer months.

One of the more memorable jobs involved an American Stryker driver wanting to know if I could make him a new door handle for the back of his car. Basically it was a strip of steel with a half inch square hole in the middle. He proceeded to tell me that they would have made one themselves only they didn’t know how to drill a square hole. After laughing under my breath I then made the mistake of trying to explain to him that you had to drill a normal hole and then file it out to make a square. He nodded as if to fully understand what I’d just explained to him only to reply, “Yeah, but we didn’t know how to drill a square hole.” On completion of the job I then told him that we don’t do things for nothing around here and asked him if he had a slab of coke for the five minutes of work Bos had done. He said, “We don’t have coke but I can get you some Gatorade.” Half an hour later he returned with 6 slabs of Gatorade!

We constructed everything from excavator rippers to flag poles for the central roundabout in town. Other interesting tasks included the reinforcement of the UAV Sky Crane booms and designing and manufacturing the best bush urinal in Uruzgan. Timmy Filmer, our welder, put down enough runs with the welder to draw a line back to Australia. He personally designed and built a cable roller to support 500kg spools carried on the front of the Merlo which proved to be very effective.

The section was also quite proud of owning the only battleworthy car in the AO. Our GMV after being t-boned by a bushmaster sported a magnificent checker plate door and matching perspex windows. Brad Hunter and Thomo.... well Thomo is just Thomo, produced a door fashionable enough to go on any modern Land Rover.



The section did a great job in showing the same high morale throughout the whole trip. The majority of GE turned to the gym to keep their minds occupied during the evenings. Most were on some form of muscle powder with a special room being constructed outside my office to store such things as, Beef Cake 4000 and Mega Mass. From the time our resident body builder Burto, with a body fat rating of under 10% arrived the need for protein powders tripled within the battle group.

### MTF 2 RECOVERY SECTION

Once recovery section was finally as a whole on the ground it didn’t take long for the tasks to come in. In fact, within 3 days of arriving in Afghanistan the lads were out driving around the country side with only a vague idea of where they were. The HRV with SGT Mark ‘Ingo’ Ingelton, the Aslav ‘R’ With CPL Andrew ‘Wrinkle’ Smith, and CFN Colin ‘Col’ Drewitt commanding the workshop PMV on the first of many SHOJOs. This left behind Sgt Ian ‘Stewie’ Stewart to hold the fort. Since that first SHOJO the lads became more organised and less grumpy at the early morning starts, Except for wrinkle who still claimed not to be a morning person right until the end. We had a late addition of CPL Matthew ‘Rando’ Anderson for ROCL relief and he was welcomed the same way we were, by sending him out on task. As the days turned into months the Reccy Mechs took to occupying their spare time in different ways. For Stewie it was shopping and

I’m pretty sure he holds the workshop record of most scarfs brought. Wrinkle and Rando took to the gym every morning and night to lift stupidly heavy weights over and over again. Col took to making luke warm cups of instant coffee and Ingo.... Well not sure what he does but it seemed to work for him.

### RPS

The RPS boys arrived here early October to do the hand over take over from our good mates MTF-1 who had done a great job to keep this place up and running. First on the ground for RPS was PTE Paul “Moe” Moeono, followed closely by CPL Grant Ryder. Later we were also joined by WO2 Chris Maylan who was assigned as the RPS WOCON. After spending a good 4 months in country WO2 Maylan was promoted to Captain and left to become the QM of 1 CER in Darwin. He did a great job while he was apart of MTF-2. In late November we moved the RPS into a hanger 80m closer to the workshop as the majority of the stock was outside in the elements. This job wasn’t easy. Most days the boys were working until 2100 h at night as a Section which was a great bonding session and it was in about December that the move was completed. It turned out to be good thing that we moved, as the Talibananas decided to send over a few fire-crackers that landed right in the middle of the old RPS. This was a bit of a blessing as we only then realised that a PMV axle which had just arrived, was the old style and didn’t have the correct forged upper control arms (or FUCA’s). So in a way, it was a good thing and we identified the FUCA’s before fitting them onto a PMV. In January we finally got a replacement for CAPT Malyan which was SGT Brett Newman from 8/12 MDM Regt. He fitted in well with the section and platoon and worked hard to continue CAPT Malyan’s work. Towards the end of our trip we had the RPS remediation mob here to assist us with getting excess RPS out, and adjusting our stock levels. They also helped build new shelves for us. These guys did great work and their help was greatly appreciated.

### MTF – 2 Honour Roll

**PHQ/EMEOPS** – LT Bruce McDonald; WO1 Aaron Writer; SGT Mick Garnham; SGT Mark; Ingelton

**A VEHICLE SECTION** – WO2 Jake Donnelly; SGT Mick Hopper; CPL Tom Bate; CPL Ron Dunn; CPL Sandi Rixon; CFN Dale Daff; CFN Tim Lee; CFN Pete McDonald; CFN Lachlan Page; CFN Marc Sales

**B&C VEHICLE SECTION** – SGT Justin Neilsen; LCPL Shaun Wells; CFN Matthew Hillyer; CFN Priyanthi Malavi; CFN Jarrod Royal; CFN Bret Walker; CFN Matthew Wright;

**EIR /ELEC SECTION** – SGT Ian Day; SGT Dean Cadwallader; CPL Mark Anderson; CPL Marc Hallam; CPL Luke Poile; CPL Lindsay Raufer; CPL Matthew Webb; CFN Tom Anderson; CFN Jamie Birkett; CFN Mitch Bucholtz; CFN Danny Van Der Laan

**GE SECTION** – SGT Ash Neilson; LCPL Brad Hunter; LCPL Brady White; CFN Garry Bird; CFN Nathan Burton; CFN Brendan Bosworth; CFN Tim Filmer; CFN Tyrone Murphy; CFN Brett Thomas;

**RECOVERY SECTION** – SGT Ian Stewart; CPL Matthew Anderson; CPL Andrew Smith; CFN Colin Drewitt;

**RPS SECTION** – SGT Brett Newman; CPL Grant Ryder; PTE Paul Moeono;

**CT-B** – CPL Oliver Bell; LCPL Barnett; LCPL Maher CT-C – CPL Matthew Dawson; LCPL Tingey; CFN Nathan Auden CT-D – CFN David Ciosmak; CFN M O’Keefe; CFN Winton Dalco

**Dishonourable Mentions** – LT Jake Fisher – ADFA; WO2 Chris Malyan – Now CAPT Malyan – 1 CER; WO2 Steve Plunkett – JLU/N.



# Care packages Boost Morale

Deployed soldiers who are far from home are always appreciative of the care packages sent from loved ones. They find the experience to be an uplifting and reassuring gesture. Sending care packages to soldiers is a tradition that has continued through both World Wars, and still occurs to this day.

In May, the Queensland Branch of the Royal Australian Electrical and Mechanical Engineers (RAEME) Corps Association sent Spanner Packs to soldiers supporting the Regional Assistance Mission to the Solomon Islands (RAMSI). The six RAEME men who received the packs were grateful for this age-old tradition.

The members, who deployed to the Solomon Islands in April, gathered together in their workshop to open their packs. To their delight they received magazines, chips and lollies – all gifts that are few and far between for these hard working men.

Victorian RAEME Branch member, Warrant Officer Class 2 (W02) Robert Minato, said that he was delighted to receive a Spanner Pack from the best Corps in the Army.

“Thank you to all Corps members back home – especially the Queensland Association, for putting in the effort to distribute the Spanner Packs to deployed soldiers. It meant so much to the boys – they were ecstatic to see what they had received.”

“It has increased our morale; letting the soldiers know that their Corps is thinking of them,” he said

There are six RAEME members on the 21st rotation of Australian Defence

Personnel deployed to the Solomon Islands. They provide variety of services in support of RAMSI – all working long hours to prepare for the election this year.

Their roles are diverse; but their similarity lies in their service with all members hailing from the 5th Brigade in New South Wales. Major Ian Bruce is a logistics commander; W01 Gary Trinder and W02 Robert Minato work in the Civil-Military Liaison team; SGT Steven Leyden is the Fitter Armourer whom is based in the workshops with Vehicle Mechanics CPL Peter Greaves and CFN Kane Nicholson.



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# SOTG

SOTG Workshops Rotations 14 and 15 have turned out to be a very productive tour. With the HOTO out of the way the workshop prepared the FRT vehicles for the eventual deployment with the patrols. Along with this was the pro-active approach the section-heads took in regards to improving their work-spaces and living areas. To say the least, the workshop has received a clean-up from head to toe, with old and excess parts being returned, equipment re-organised, concrete slabs poured (front of wksp), and equipment upgraded. The Crafties, Corporals and Sergeants have done an excellent job with their work places, as well as maintaining their responsible fleets of equipment to a very high standard.

EMEOPS EMEOPS is run by the ASM 'Pom' (Ace). The Ace has ensured the maintenance management of unit equipment has been kept up-to-date, with regular audits and updating of both the MMP and the 600 screens, thanks to the SPOs placing this responsibility back onto the unit (nice palm-job). The Ace managed to jump a ride on a recovery, to assist any which way he could. The recce mech made the most of having such a high profile assistant and set the Ace off on an extended interval session with the snatch block and numerous chains. The Ace has continued to work hard at trying to fit in. Being a lateral, he has replaced sugar with Vegemite in his cups of tea, and uses an Esky for a seat while at his computer. He often sunbakes up on the top deck, just like the rest of the workshop, the sunbaking often results in his pasty-white skin turning a bright red colour, which he pays off as an Australian tan. He is number one on generating AC563's thanks to his lack of feet-eye co-ordination, coming unstuck on a little loose pebble, resulting in a cut head and gravel rash. He continues to amuse the fellas each morning while running points. The standard call is, 'Right-o chaps, points! Today....there are no points, get to work!'

EIR (Elec: CPL Kongy; IR: CPL Schuy). In the world of Elec-trickery and Refrigeration gases there is Kongy and his two trusty cricket enthusiasts Umer and Ali (LECs). These blokes are keeping an eye on all the camp electrical and refrigeration gear. They have been kept busy not only servicing the entire camp but also Mark's (Mess Boss) additional 100 fridge containers, and his requirement for more power-points than the amount of times Ace has said 'Happy-Days' on this tour! Along with this are the additional priority jobs that are required for the workshop, including the wiring up of a workshop spa and the all important patio and volleyball lights. Umer and Ali are not far off making Kongy one of their own. They've submitted an AD756 – Adoption leave application, in the hope of taking Kongy back to their country of origin, adopting him and gaining official citizenship. They have decided to overlook the fact that his Cricket skills are not too great, but feel that his ability to run with a ball (Touch Footy) will make up for his inability to hit a ball. Good luck Kongy. Send us a post card, and a copy of your citizenship papers!

On the flip side is the all important Boffin. Hmm, Boffin. What do they really do? Well, for Schuy, since hitting the ground, he's managed to extend his empire thanks to taking over the GE office, by kicking out SGT Shultz and his merry men into the RPS office. He then managed to find some workshop skills and convert the former Boffin room wall (cell wall) into a nicely crafted workbench with shadow board. It's no surprise that Schuy has been kept busy with a unit's worth of gear and only one bloke to service it. He even managed to clean up the patio area and install a projector screen (thanks Woody) and surround sound...movie nights are never the same. Fortunately for Schuy, his skills as a quiet stepping, people-dodging, bargain-hunting, covert-operative and all round good guy scored him a PSD

gig down to Kandahar (second for the workshop). It was reported that the job was a success, with the VIP (he was escorting), only succumbing to exhaustion, thanks to Schuy treading the Boardwalk more times than the number of work orders in GE's workgroup. He returned as a hardened war-fighter.

RPS (SGT Chris PTE Warri) In the wake of a FIEG the RPS was in array and needed some TLC, luckily a 26 year Veteran named 'Warri', aka Sword Of Justice, and the RPS supervisor, SGT Chris was there to pick up the pieces and begin the big task of sorting out the nuts and bolts. This kept them fairly busy, along with the task of re-counting every single parts bin known to SOTG. With this was the discovery of a lot of redundant stock, which they diligently back-loaded to Aus.

The RPS SGT Chris had been on call for recovery since December, and so had the perfect excuse to grow a beard. Through continual cross-border bantering with GE's LCPL Jerk-beard, RPS SGT Chris scored the title of Jerk-Beard Snr. The additional role of being the Recovery Mechanic's offsider resulted in an eventual job. This wasn't until April, but one has to be patient. SGT Jerk-beard Snr finally got out of his dungeon to assist the tow-rag with recovery of a PMV.

RECOVERY (CPL Woody)With the departure of CPL V-where-is-he, along went Recovery's late starts (sleep-ins), very relaxed approach to work, and disappearing acts and in came the sharp and well dressed and groomed Woody. He assumed the responsibility of Non-tech'ing his Bog-master 2000, and the rest of the workshop equipment. He took the Jube of RPS section (SGT Jerk-beard Snr), underneath his wing and made him his fearless offsider, in the hope the work-horses of SOTG would break down leading to an eventual recovery job. To no surprise, with the way the drivers use the terrain as practice for Paris-Dakar, Woody received a call on the Toe-phone, and off he went with his trusty side kick SGT Jerk-beard Snr. The result was an effective recovery of a rolled work-horse, which took an afternoon to complete. Happy and content, Woody and his trusty sidekick returned to camp in preparation for the next big job.

VEHICLE SECTION (SGT Brain; CPL Paris; CPL Rags; LCPL Ewok; CFN Billy; CFN Gaz; CFN Ed; CFN Zeus) Everyone was now re-united and in country with their game faces on. With all of about three weeks into the trip and the temps plummeting, the vehicle workshops tools were easier to use after using them for stirring brew number-four of the morning. It didn't take long before the large fleets of vehicles started rolling through for both breakdown and routine maintenance. Routine maintenance included replacing loads of upper and lower ball joints. It was found that regular invoking of the 'Power of Grey Skull' and other religious deities (including Billy) would help with removal of the more stubborn BJ's.

The crew included the fearless sections heads that had the unfortunate task of dealing with the 'diggers' who were at most times on'morale high'. Paris had the unfortunate curse of handling the Hilux and ATV fleet. Both of which was a fair slice of the breakdown pie. With the ATV's being beaten/cracked/bent into submission, and unable to cope with their usage, most services involved a complete rebuild. On the praises of the Toyota fleet, the ability for the Hilux to continue to go even with engine oil near honey viscosity over winter was amazing. Glow plugs were consumed nearly at the rate that chocolate was out on the winter FRTs. 'Rags' kept an iron fist grip upon the Bushie buses. Which universally have been excellent performers running on schedule. Little failures and a general joy to work on ensured that the work-horses of the patrols kept a reputation of reliability and hardiness



out in the boonies. Certainly a golden testament to Australian engineering.

Precision Rigging and Mogatron kept the fight real for the FRTs. Our much loved Up-armoured Mogs had their own benefits and gave most Crafties a chance to improve their manual gearbox skills keeping up with the Bushies on patrol. 4WD'ing enthusiasts eat your heart out with some amazing terrain encountered and conquered. The Bavarian 'monster trucks' performed valiantly but also have a new sibling as we enjoyed the arrival of SOTG workshops first FRT Bushie. Also on the Bushy side, the 'Tankie' drivers provided a solid supply of amusement and humour, both on patrol and in base. The bonds between both Tankie and VM were evident within the SOTG and will not be forgotten.

As hard as vehicle section fought on the maintenance side, they fought just as hard on the recreational side. Morale being in general excess allowed for diplomatic forwarding feats such as 'pogo stick off' and handstand race beat down on the ANA and general domination of the LEC (Locally Employed Civilians) on the volley ball and soccer courts.

With two thousand gallons of more moral to get rid of mid deployment, it was seen as a spiritual requirement to dig in the 'Spa of Destiny'. This included an industrial spa heater and pool filtration/pump system. The star rating of the CSST's accommodation was increased to just over two and half stars (highest in TK). The spa has been the envy of everyone in SOTG, and has provided for an amazing relaxation and chill out spot to 'get away from it all', while watching Friday night (arvo) footy!

As the trip draws to an end we leave just as we start to get to know our new American mechanic friends. We provided them with Australian English lessons regularly and 'grilled' it up as often as possible. Everyone reflects on the job that has been well done and the wealth of knowledge and skills that have been acquired. We bundle all this up and try our best to impart it on our replacement brothers so they can go hard from the get go. It will be hard to top putting in a heated spa but the industrious vehicle mechanic skill set sees no bounds.

GE (SGT Shultz; CPL Amazon; CPL Cowboy; CPL Choco; LCPL Jerk-beard) The world of General engineering is based out of the lean-to relics of the "bottom shed" which is also home to the RPS, TK Instruments and the Recovery Mechanic.

Once the MRE was over and November was upon us, morale was high, handovers were complete and it was time to get to work. Upon placing on the first tune on the jukebox, the bottom shed instantly found something in common; their love of true musical genius! The sound of Aerosmith's "I don't want to miss a thing" rang out almost religiously (on a daily basis, three times in a row) as they all began to settle into work, and the daily routine.

GE was lead by the brave and bold SGT Shultz and his minions were CPL Cowboy, CPL Amazon aka Bear Grylls, LCPL Jerk Beard aka Jewfish and CPL Choco aka I'm a War Dog, from the part-time hard hitting crew of Randwick.

The workgroup was full of weapon repairs and inspections. Range practices and test firing kept the armourers busy with plenty of 'can you fix this by yesterday' jobs, being undertaken at the last minute to ensure everybody was ready to rock outside the wire. Fabrication jobs constantly rolled through the door which provided plenty of opportunity for GE to enhance and build on their individual fabrication skills, and it always brought a good change from weapon repairs.

As the winter started to make its presence felt the pot belly fires around the workshop began to billow out smoke. Imagination and some improvised ways to light them were soon to follow and ignition was now in a matter seconds, with a nice bang, much to the amusement of those huddling around. The cold didn't stop the FRTs

from making their way out the front gate and SGT Shultz was first to head for battle and thankfully his eventual (all too timely) return brought a smile back to the face of his worried diggers, and the workgroup began being productive again.



The FRTs that followed saw all of the members support the task group in some form or another outside the wire. The members of the FRTs experienced all Afghanistan had to offer, most notably, the rough terrain and the sub zero temperatures that the FRTs confronted during the patrols. Night times saw the temperature plummet to well below zero and the fridge on Mogasarus was used to keep the drinks from freezing and the puff gear was out in force. Whilst weapon repairs were first on the list, there were repairs to all of the different bits of kit, and keeping VMs honest made for busy periods. There was plenty of crafty ways to keep things going until proper repairs were able to be completed.

CPL Amazon was called upon for a PSD task involving a vulnerable VIP. He was tasked with escorting, and route selection of the Boardwalk Cafes and PX's at Kandahar, which his principal regularly frequented. He patrolled his arcs with vigour, checking each and every store for possible threats to his VIP. He ensured not one aisle or shelf was left untouched by scoping out essential kit for the boys back in TK. He also returned a hardened war fighter.

CPL Choco was here from the beginning and brought as much sparkle to the workshop as twilight, however he unfortunately departed for Australia early after he sustained injuries in the 'Battle of the Bushmaster Turret'. LCPL Jerk-beard was in no way to blame for his injuries, nor was he the root cause of the eventual injury sustained as part of 'OP MILIS High-command', where his knee was taken out by an insurgent planted 'dodgy-chair'. As he lay on his bed in the hospital and waiting for his plane home the workshop boys all wished him the best, with a speedy recovery and awarded him a purple heart for efforts in the war on terror.

With the early departure of CPL Choco, the OMD was increased by one, with the posting of CFN Cutter (a CNC Plasma table). He had a few teething issues at first, but once his, RSO&I, OJTs and trade testing was complete he quickly became a pivotal member of the workshop, and has provided not only SOTG and MTF, but also Coalition forces the ability to quickly manufacture engineering solutions.

MNBTK arranged a Marathon event to coincide with the Boston Marathon (USA). GE placed in an award winning team. SGT Shultz was relegated water boy, and what an exceptional job he did, helping himself to all the available water. CPL Cowboy and CPL Amazon completed the half, while LCPL Jerk-beard completed the full marathon. LCPL Jerk-beard's fellow team members all agree that the only possible reason he was more competitive than them, and could actually complete the full marathon, was due to the aerodynamic qualities of his Jerk-beard, being the lack of facial hair. The Ace and the boys did the lower workshop proud, by actually finishing their races, some without being too committed or competitive.

CPL Amazon is taking employment applications on behalf of SOTG Pest Extermination. Your duties include exterminating unwanted pests. You will operate under the motto 'No pest too big to eliminate'. Applications close on Sunday. Rifle enthusiasts are encouraged to apply.

The Rotation also saw Christmas, New years, Australia Day and ANZAC Day. With much support from Australia we saw a couple of beers go down range on occasions permitting. As the rotation winds up GE is looking forward to be able to have few more when they get home, but upon starting back at their units, they will be sorely missing CFN Cutter.



# Operational Support Squadron (OSS) WKSP

Jan 2011 OSS started the year at full sprint and OSS received a number of new members. Some of whom had been posted to the unit in the past such as old farts like me, but for most march-ins it would be their first experience with tank.

So far for 2011 1st Armd Regt has had the pleasure of hosting MAS, ARMY SAFE, conducting a Tank Maintenance CSE and supporting two field activities. The majority of the greasers from OSS and the SQN A1s have either been on course, preparing for unit activities or hiding stuff from MAS. To make matters more interesting, the WKSP had B SQN in for servicing at the same time as the tank maintenance course.

Around that time OSS also managed to deploy an A2 forward to Cultana in SA with anticipation that B SQN would deploy a tank troop to conduct troop level training. Unfortunately the weather gods had their say and prevented this training taking place. The Stuart highway then had to close for at least three months TO ALLOW THE VERY LARGE HOLES IN THE HIGHWAY TO HEEL, and prevented the Tanks from leaving Darwin. Meanwhile the A2 forward sat in Cultana under the command of OSS's new SSM WO2 Adam Wilson and LT Davis, patiently awaiting a decision making exercise from OPS, which never eventuated.

This year the Recovery Mechs required crew qualifications for the march-ins; to assist with this an M88 was loaned from ALTC for training to occur. A risky exercise, as the M88 in question has done nothing but maintainer courses since its inception. It took less than 24 hrs of moderate off road driving before the M88's transmission decided to say good bye. This was the first real challenge faced by OSS, as how the \*\*\*\* are we going to recover this vehicle back to the hard standing without resources to recover it and affect the replacement of the transmission.

The vehicle did have forward and reverse and there were some suggestions that if we used the winch to assist the vehicle to turn we might have a chance of getting it back up the road. That idea was quashed fairly quickly and after some phone calls a Tadano was found at P&E Port Wakefield. This meant that the WORM, who is the only one qualified to operate the Tadano, had to drive the vehicle 240 KM to Cultana.

After various MILIS issues we managed to find the location of an M88 transmission, MILIS indicated it was located at 1 CSSB, but it was actually located at JLU-S, Puckapunyal. JLU-S was wondering why they had this large box sitting on their door step?

I made a call to MAJ Mencshelyi and he suggested that a transmission be removed from the M88 course currently underway in Darwin, as it is a known good item and the one located in Pucka be shipped to 1st Armd and fitted there. This task gave me a chance to get back on the tools as there was only myself, CPL De Wild from B SQN and CFN Elms qualified. The task was relatively smooth, just like riding a bike and provided me the opportunity to swing spanners.

When the A2 forward returned from Cultana the WKSP wrapped up the remainder of servicing and the Tank CSE. The next hurdle was to ready the unit for the annual stage-4 gunnery camp. This was running smoothly until the AS4 brake saga kicked into gear, which required the WKSP to remove all the AS4 engines and conduct testing. A final date was planned for stage-4 from OPS, which then changed a dozen times in a week. This turned out to be a blessing for WKSPs as all the last minute jobs identified by the tankies and

truckies could be completed. We also decided to deploy the WKSP early to MT Bundy to prepare the tanks and more importantly shake out the WKSP.

Upon return from MT Bundy the WKSP prepared to host the DHOC and his party for a Spanner Day function. The event was quite successful for the spanners of 1st Armd Regt as they had the opportunity to crush two civilian cars with the M88. The function allowed the spanners to relax and let their hair down but more importantly allow our Recovery Mechs to drown their sorrows and ponder their new career as EMEOPS clerks.

For the unit, the remainder of the year is very exhausting as it seems all the Brigades want to conduct combined arms training with the tankies. This means the spanners will be there for RAEME support to the tanks and servicing on return to Darwin. Personally I am looking forward to the challenges of the next three months and guarantee you all; the spanners of 1st Armd Regt will have their arses hanging out. Lastly if anyone wants to be posted to 1st Armd Regt please give me a call.

– RASM, WO1 "Smiley" Moran – REMEMBER CHICKS DIG TRACK

## Squadron Technical Support Troop (A Sqn TST)

A Sqn TST was reformed on the 24 Jan 2011 by all brand new members from OSS. The TST had been neglected for a year since the previous TST's unjust disbandment. The TST was made up of SGT Danny Boland (ASM), SGT Wade Greenstreet (VM and TP SGT), the finally promoted LCPL Briggs (TFCS), CFN Quinton Quelch (ARMR FTR) and the following VMs CFNs Arron Kellet, Kallum Maitland and finally last but not least Jason Campbell. We had seven out the sixteen men that a tank TST should be manned to, but we were not complaining; SCMA might take some off us.

The first thing was to find and take over the SCA. This took a while with ¾ of the tools not being listed on the SCA print out. B Sqn TST SCA was consulted but a complete shock was that they held a lot of different items to A Sqn, fancy two identical organisations having totally different SCAs? – go figure.

The Sqn tanks were in what could be called "rag order". They had been abused the previous year with no TST to maintain and now they were in a sorry state. Our primary task would be to improve the state of these tanks. All was good for about three days until Greenie, Jase and Kallum disappeared for three months on the tank/M88







maintainer course. This left Briggsy, Quelchie, Arron and my self to hold the fort. This lasted a week until these three tradesmen were given to B Sqn TST for 3 weeks, leaving me on my own.

After these weeks having no access to OSS facilities, due to B Sqn priorities, I finally got them back to start work on the tanks for a day before Quelchie and Arron went to to complete an AS4 course. Then, just as I thought things were getting better Briggsy signed off again. Try getting a tank trained boffin mid year replacement!!

This takes us to about Easter and everyone came back as I was getting lonely. We started to get some real work done on the tanks and OSS opened the flood gates to us and we started hammering the tanks out. Both the TST and the lads produced some outstanding work.

Then Briggsy and Kallum went off to Woomera on a tank firing trial while the rest of us luckily went to Mt Bundy to complete stage 4 firing (Tank APWT). Good old call-sign 18's (AS4 Ftr) 50 cal was singing as we put hundreds of rounds through her. The safest place was definitely in front the target. A lot of repairs were carried on tanks but the boys ensured that all tanks shot and passed their required serials.

We are now back in camp preparing for Ex Talisman Saber/Hamel and then ranges again in August , September and November.

A tough start to the year for A SQN TST but now we are starting to see the light and the availability of tanks is increasing at a good rate.



The morale is very good and we aim to keep up the role as the most awesome TST within the Regiment.

– A Sqn ASM, SGT D. Boland

### B Squadron Technical Support Troop (B Sqn TST)

2011 started off with the usual rush, preparing to send a troop of tanks to Cultana for 6 weeks and service the remainder. Fortunately the trip to SA didn't come to fruition due to washed out roads. This gave us time to service the tanks and prepare for Stage 4 Gunnery at Mount Bundeley in May.

The spanners overcame many obstacles, such as a lack of manpower, lack of parts and limited time to have all 14 tanks ready to fire. No mean feat given the situation they faced.

After gunnery, we had five days to prepare the tanks to deploy for two months to Queensland for Ex Talisman Sabre/Hamel. On return from Queensland, we will have the delight of another 2 weeks of Stage 4 Gunnery and the Regimental Competition (Paratus Cup) to look forward to, as well as a month of annual servicing.

The TST works hard supporting the tank squadron. We enjoy a close relationship with the tankies (especially in the confines of the turret) and are made very welcome. We're all looking forward to Christmas so we can recharge our batteries ready for another year at 'Fun Armoured'

– B Sqn ASM, WO2 N. Keats





# 1st Avn Regiment, Technical Support Squadron

## Darwin Tigers

CAPT K.L. Veness

1 Avn TSS as an organisation, is developing its structure and capability alongside the introduction into service of the ARH (Tiger). Just like its namesake, the Tiger is an agile beast that cruises its realm using its powerful senses and stealth to identify prey, always poised to deliver a lethal attack at any time. Just like the real thing, the Tiger can also prove unpredictable and that's where the legion of personnel that are TSS, come in.

### HQ TSS

During the last 12 months HQ TSS has continued to grow and adapt in order to effectively support the Squadron, and the Regiment's Tiger capability. EMEOPS, RPS and MCS underwent a significant restructure in a drive to improve efficiency, command and control. The WOCON, WO2 Booth, and the MCS SGT, SGT Quirk, were co-located within EMEOPS Cell to form an EMEOPS command cell with the ARTOPS, WO2 'Tractor' Ferguson, and EMEOPSO CAPT Heath 'alpha dog' Smith. In May, TSS said goodbye to Mr Vincent Gilly our Tiger Field Service Representative from France, whose service here has been invaluable. Vincent was never one to run away from a Tiger challenge and will be sorely missed by the men and women of TSS.

### ART

ART began 2011 with a mass technical shake up as Aircraft Life Support (ALS) crew saw the introduction and roll out of the new Air Warrior Ensemble and Aircraft Structural Repair (ASR) saw their workshops gutted for a complete refurbishment to allow for composite structural repair. The Air Warrior Ensemble had its share of acquisition issues. With new equipment also came new training and qualifications for the ALS team who were ready and willing to accept these challenges. With no workshop available, the ASR team has maintained their technical skills by manufacturing ARH composite structural parts and numerous skills retention activities. These challenges have kept the team busy for the first part of 2011 and they are looking forward to support the enhancing Tiger capability into the future.

### FRG 1

FRG 1 had to overcome a number of challenges with the Tiger over the year with Ex Hamel 10 proving no different. From deploying six Tigers by C17 for the first time, to flying continuous operations for six weeks and then self deploying back to Darwin, the maintenance crews had their work cut out for them. Ex Hamel was also the first time the Tigers had operated in an aviation battle group environment, consisting primarily of airmobile operators. Interesting situation arose when asked by the battle groups ops cell 'how long does it take to fit the Tiger with EWS' and it took five minutes of explaining before they understood that EWS is a permanently fitted capability on the Tiger. Overall, it was a great activity for TSS that resulted in over 300 hours flown, regardless of the issues with cracked windscreens, MR blade damage and communications. It wasn't all serious stuff though as comedy relief was ably provided by CPL Barry 'Steve Irwin' Crocker when he showed us how not to catch a Taipan, CRIKEY!



*TSS prepares Tiger for C17 Load*

### FRG 2

The past year for FRG 2 has been a corker, first-up was Ex Surfrider with two Tigers and an FRT under SGT Paul 'Middo' Middleton deploying to Woomera. The boys managed to fly not only all Tiger sorties but picked up most of the sorties for our Blackhawk cousins as well. Next was ARH deck-handling aboard one of the Navy's finest. Unfortunately, the ship had double engine failure after we got the Tiger on board and we ended up drifting around Sydney Heads for a short stint before the activity was called off. The team did have time to set a new international record for conducting the two-blade fold on a Tiger. 2011 has been just as exciting with the first two exercises affected by cyclones, but that's what you get when you live and work in paradise. Hopefully our chances of cyclonic weather will be slimmer during Exercise Diamond Dollar and Talisman Sabre at Shoalwater Bay. Having said that, when the Tigers are about, never rule anything out.



*TSS at EX HAMEL*



# TST 1 Regiment, RAA

In that time honoured military tradition, 2011 began with a name change for the unit. 1 Fd Regt has now become 1 Regt, RAA as the Sydney based A Fd Bty relocated up to sunny BrisVegas to merge with it's parent. For some obscure reason morale was said to be quite high at A Fd Bty as they packed up prior to leaving Holsworthy permanently. If only the boffins had got them to do the Defence Attitude Survey at the same time – that could have pulled the entire Army averages up for satisfaction levels! Other changes saw the raising of CSS Bty as its own entity (formerly HQ Bty and 105 Bty).

The upside of the amalgamation of personnel and equipment corresponded into a slight increase in tradies. For the first time in a few years, TST actually had a functioning EIR section (as functioning as a group of elecs and boffins can be). However, the only 418 - LCPL 'Frosty' Blizzard – keeps complaining about being surrounded by 'quirky' boffins banging on about riveting subjects such as dehumidifying radios and fungal contamination of objective lenses! Enough the small talk, the big news of the year is the arrival of the new guns, the M777A2, which replaced the aging M198's. Just another piece of equipment to maintain to a tradie but the gunnies were getting quite excited about their new toy.

The first few months of the year started with the usual 'get to know you' routine and mandatory training lectures which, like a good wine, get better with age (unlike our ASM). Speaking of the ASM, the workshop think he is a card carrying member of the Greens Party the way he keeps boring everyone about bicycles and how they are a great form of transport. He also impressed the new OC and BK on arrival by giving them 8 figure grid references to all the best coffee spots within a 10km radius of the barracks.

Anyway, the workshop headed up to the bay during February along with the majority of the unit to conduct a 'shake out'. Being at the end of a very wet summer Shoalwater Bay looked magnificent as we drove through the gate to set up at Camp Growl. It didn't take long for the first recovery job of about a dozen over the exercise period. 'Do not drive off formed roads' was the order of the exercise from range control. Unfortunately something was lost in translation to the gunnies and they decided they'd ignore that and got stuck on numerous occasions. LCPL Mick Ball and SGT Jason Lee were often heard giving lots of 'positive reinforcement' to 'Robot' (CPL Ashley Boxall) about finally doing something productive for a change.

Robots biggest recovery task turned out to be none other than his own HRV. After recovering another PMV for the umpteenth time, he managed to sink his HRV. 6 hours later we finally got it out and unfortunately for Robot some photos were taken for documentary evidence. During the exercise we found that workshops were very good at conducting Combat Logistic Patrols. These consisted of a small convoy driving meals and other supplies up to Elanora with some tactical army related drills along the way. The only downside to this Ex was that we were not able to conduct an FRT to Sabina point for a bit of marine species recognition training / recreation. Once back in barracks the tempo hasn't let up, with people going away for courses, getting the equipment sorted for the upcoming exercises and going to frontline for coffee.

Back to the big news – four M777A2's arrived during April to much fanfare and drooling. They look mighty impressive with all their gizmos and cables hanging off them which hopefully won't break easy. I thought the days of introducing new equipment before EMEI's & RPS's were written were supposed to be over?



In the end though, it's mid May as I write this and I sit here recollecting the year that has been so far. Looking out of the window of the EIR office I see the VM's busy as always working to get vehicles ready, the fitters are somewhere - not really sure where but it must be important stuff like looking through rifle and gun barrels etc.

## TST Personnel – 2011

**EME OPS** – OC – CAPT Steve 'I'm at Mornos' Madsen; ASM – WO2 Scott 'Nothin' wrong with lycra' Marshall

**VEH** – SGT Jason 'Cyclists don't deserve a chance' Lee; CPL Ben 'I'm not TST, I'm A Bty' Lewis; CPL Adam 'I love trucks' Sullivan; LCPL Mick 'Sabina Point anyone?' Ball; CFN Steven 'I just want to work' Richardson; CFN Richard 'Vampire' Sleema

**RECOVERY** – CPL Ashley 'Robot' Boxall

**GE** – SGT Dave 'I don't like swimming' Raj; SGT Brian 'Are you serious?' Morris; SGT Barry 'Whirlwind' Unsworth; CFN Graham 'Grub' Earnshaw; CFN Glen 'I agree, Sabina Point' Sypott; CFN Jason 'Pigeon Hunter' Lewis

**EIR** – CPL Daniel 'Uni work first' Smith; LCPL Luke 'Frosty' Blizzard; CFN Anthony 'Always on course' Gerlinger

**RPS** – CPL Lenny 'Anti-Pigeon Movement Leader' Lignnow

**Drake** – Mr Jim Yarnold – Prod Clerk (lynchpin of WKSP's); Mr Ken Zache – (local brains trust of all things Hamel)



# 1st Signal Regiment Technical Support Troop

## 2011

Sitting back on leave on the evening of 13 January, watching most of South East Queensland float past, the phone rang with caller ID showing the dreaded "Blocked Number". Knowing that it would be work calling and a lot of people would be requiring assistance it was not the time to ignore the ringing phone. It was our Workshop OPSO recalling as many members of the workshop as he could and we were to report at 0600 the next morning.

Those who answered the call and could make it into work assembled Friday morning with the "others" from the Regiment to participate in Operation Flood Assist. The tasking was very vague due to the chaos and communication networks being overloaded, however we were to "deploy" to Chelmer and Graceville to assist the locals remove the waterlogged and flood damaged items from their houses for disposal. This occurred across a number of Units and we became the "Army of Angels" (figure headed by our very own Keith Clark!).



While this was a low point, it was also a high point within the troop as we rallied together without complaint and maintained a high level of morale throughout our period of assistance. We learnt that other members of

the Regiment did not answer the phone as they knew it would have been work calling to interrupt their leave.

Welcome to 2011 – After Induction training, the real start to the year saw us launch into Driver's Courses and the family day. This was the Workshop's first chance to deploy the 20 by 40 tent although its intended purpose of shade for the families was overtaken by the need of protecting the Sig memorabilia. Most of the TST members scored compulsory fun positions on the stands, running the kids through grenade throwing, jumping castles or Recovery.

With most of the start of year activities out of the way it was time to gear up for the first Spanner's Club of the year. After a very successful event last year (and the only Spanner's Club for the year), Tech Spt Tp decided we would set the standard for the other Units to follow in 2011. With a strong esprit de corps within the Workshop, there were a number of willing volunteers to help organise the event so off we went to arrange sponsors, donations, beverages and food.

Our catering staff put their hands in the air to help with the pig and lamb spits with SGT Mooney and his caterers cooking up a feast to everyone's delight. We finally managed to organise the Queensland Mustang Spares Drag Car to be at the event so that the South East Queensland members could finally eyeball the car so often talked about and written about in the Crafty Mag.

Hopefully this year the SE QLD area can get together to have more Spanner's Clubs as it is always a great way to catch up with old mates as well as support the RAEME Association. All you need is a keen Crafty/ Corporal and an ASM/OC willing to ask the CO for a day – organise it and they will come!

The following Monday, Log Spt Sqn rolled out the door to embark on Neptune's First Run (NFR)- the first shake out held at Canungra. This was lead up training to the lead up training to the lead up to Talisman Sabre. It was a fantastic start to drive into the position only to find Transport buried up to the axles! This gave plenty of

opportunities for Jo and Evo to break a nail while yelling at truckies. Tech Spt breezed past the truckies to occupy our position on the ring road and proceeded to stand to and set up cam nets. This then led into our night defensive routine while our position was highlighted by the glow of the big screen plasma TV our co-located sig "brothers" were watching whilst eating pizza. Apparently shirts and weapons are optional when practising a Regimental deployment!

Ex NFR gave us plenty of time to introduce the newer members of the Corps to RAEME in the field, and setting up of the 20 by 40 tent. The CPLs ran us through a number of lessons and allowed the younger members to experience the joy of giving FRT orders. The OC LSS then picked up the squadron and redeployed to Wallangara in order to practice administrative convoys. Our fearless lateral transfer took his half completed route card (thanks transport) and took off, looking for these strange towns like "Boonah" and "Warwick" only to be stopped 30KMS off the beaten track (eventually) to be turned around and re-aligned. It must be because we don't speak proper Queen's English eh Keith?

The constant rain encountered over NFR created havoc with planning and meant that we could not return to the position previously occupied. This meant another convoy drive to occupy the live-in lines car park at Bulimba. Once our ring road was established, the tent re-appeared and magically turned into a servicing and repair facility. The next few days were spent repairing and servicing before the road move back to Enoggera, via Mt Cootha.

Next on the calendar was the 7 BDE Obs course- hang on we are not a part of 7 BDE are we?? That didn't deter our RSM from entering us anyway. Once again TST filled the gaps the sigs left. CPL Tynan made good use of his previous posting experience and used his big boy voice issued at Cap-pook-ee-yah. CPL Clarke showed us all that welders are tough as nails, yet sensitive enough to bleed after he opened up his eye with his weapon. CFN Bishop showed his enthusiasm throughout the competition as only a true Crafty could and tackled every obstacle with either a grin or his tongue hanging out.

Soon we are all about to embark on Talisman Sabre, back to the magical land of Canungra. I am sure many of you reading this will have just returned from the same "activity" and will have many a story to put into the next issue. To those going, good luck and be safe.



2011 has been a busier than usual year, yet TST have managed to have lots of BBQs and Southbank runs. We have been lucky enough to balance the lead up and going away with social occasions and Boost Juices by the Brisbane River. It has remained a rewarding place to turn up to work, now if we could just get rid of the Sigs, it would be perfect!

Mentions must be made of CFN Morris's mammoth efforts to kick a marine float hanging from the ceiling, a good 8 inches above his head, CFN Murmane's pool table effort to sink the black from the break, then proceed around the table with his pants around his ankle (despite winning).



# 2 CER Workshops

## The Spook

What can I say so far about 2011 for our Workshop? The last time I looked at our hat badges we were RAEME, but with the current training going on in this unit I think we might as well be doing bloody selection. The newly formed Operational Support Squadron is headed by MAJ Darran "Fringe Benefits" Neve. It's good to finally have a RAEME OC and since taking the reins the consumption of fourx in the boozier has increased. The 2IC, CAPT Brett "Doogie Howser" Aramini is also representing RAEME in Squadron Ops, though by the time this goes to print he will be on his way to mother England to complete his Masters. We have lost a few blokes to postings from 2010 and also got some fresh meat. Starting at the top of Workshop we have a new LT, Andrew "Rain man" Blyth and the Ace, WO1 Norm "Grandad" Davis. The LT is bringing his advanced admin skills with him from ALTC and the Ace has brought what DMO gives you... we're still waiting for it.

Vehicle section has seen the arrival of SGT Ron "Chicko" Novello and CPL Andrew "Dugong" Dewhurst. These two have been joined at the hip since their craftsman 1 CSSB days and are still holding hands today. CPL Luke "Grand Master" Toohey is still on deck and is maintaining a high standard on the handball court and is still the dim sim eating champion. That tops off the mob who keep things real. Our Crafties on the floor are CFN Yee "Son of Murch" Lim, CFN Rob "I know best" Dorrrough and CFN Mark "How deep" Callaghan. All the VM Crafties are doing a good job and can expect things to keep breaking as our equipment is at the mercy of the vegies. CPL Lee "Get the VMs to do it" Hurst is running GE by the skin of his teeth. He has CFN Josh "Peter Everet" Sipple and CFN Hayden "BBQ" Mills helping him to maintain the awesome new AS2 and the rest of the miscellaneous equipment found in a CER. Sometimes the GE section will even go bush. Recovery section is non existent this year. CPL Rob "Bum chin" Lowndes put his discharge in along with his long service, so we won't be seeing him again. This leaves us with no Recovery Mech and a vacant position for at least this year. All applications are to go through the Ace.

Upon walking into EIR the only sign of activity is the odd tumble weed and a sunning lizard. On the rare occasion he moves you may get a glimpse of CFN Bill "Humphreys voice" Palmer. Bill has worn quite a few hats over the past six months and none of them fit him apart from the little EIR hat with a fan on top. Being the sole boffin gives him the ability to make stuff up and get around with his clipboard undisturbed. Bill will be leaving us later this year for the civy life after a solid 20 years service. Cheers mate. Bill's replacement CFN Scott "Get your feet together" Taylor is coming along nicely and the sum total of his work so far has been the repair of the brew room microwave.

Now the good ole boys in the RPS. CPL David "Armish" Wright is the captain of the ship with PTE Scott "Another durrie" Pryor actually steering it. The blokes have been busy getting us our parts and doing their "social networking" around the Brigade. Both are new to the unit and are blending in well so far.

Upstairs is EMEOPS, currently "Restricted Use" for multiple issues. SGT Mark "No glory" Hoddinett is still knuckle dragging his way between the computer and the brew area. He had CPL Jack "Murray" Murch assisting him with all sorts of interesting admin clerk things. Murchy has recently discharged and has had job offers from Jim's Mowing, Woolies and the Gold Coast Council. You will be missed old boy.

We have to make mention of our good ole Drakies. Mr Paul Smith and Mr Dave Kirk in GE, complaining like all fitters do, and Mr

Andrew Paul and Garry Duffy, trusty VMs swinging

spanners. All our Drake personnel are a great help and keep the maintenance ticking over while us green skins are playing army.

The workshop has hit the ground tumbling this year with members called back from leave early to help in the clean up as part of operation QLD Flood Assist. Once the last of the mud was washed off our Mogs and the new march-ins had found their feet, it was time to buckle down for the IMT round of training and exercises. IMT training saw us spending a few days at the range and also in the closed training area on base. Some lessons learnt were taking 'short' cuts to avoid some minor washouts may result in your GMV being precariously balanced on its fuel tanks over a log and you really should have booked the closed training area if your going to be digging your GMV out while the GSM drives past. We did manage to squeeze in a Squadron bonding activity during this time and we got to find who has a fear of heights with an abseiling activity at the Kangaroo Point Cliffs organised by the QM. This was followed by a debrief and counselling session at the Pineapple Hotel.

The IMTs training phase culminated in a week long IMT exercise at Greenbank. While the exercise was a good chance to brush up on some basic soldier skills, the real battle was the contest for regimental JNCO of the quarter. JNCO of the quarter had been fiercely fought out in the workshop in the preceding months, but the IMTs exercise was a chance for CPL Dewhurst and CPL Hurst to really prove their mettle. Section orders were delivered to a standard that would make any DS proud, but the nomination came down to the Secco with the best mud model. Ultimately though, it was in vain when a ginger beer jagged the crown, while the two CPLs were busy trying to sabotage each others efforts. Following IMTs, we still kept up a steady stream of extra curricular activities which saw us participating in various unit and brigade cross countries and king of the mountains. The workshop was also called upon to collect money for the Make-a-Wish Foundation at the Kawana Waters and Indooroopilly Shopping Centres. We collected a few thousand dollars in shrapnel to add to the Unit's grand total of \$45,000 raised and we got a few phone numbers from the local girls too!

Just before Easter stand down, it was time for MAS to pay the unit a visit and unfortunately they forgot their green stickers. Easter was a welcome respite and everyone got back safely in time for the Anzac Day march through Brisbane CBD. At the time of writing, the workshop is in the final preparation stages for our 30 km pack march. The completion of this will hopefully see us return to a few more games of frisbee for PT, instead of lugging packs all over Enoggera Hill. Despite our busy schedule, there is always time for a BBQ on Fridays and handball in every lunch break. Handball is a major part of daily routine and is played with the seriousness of break dancing nude at the Beat. Battle lines are drawn down ECN lines, but the main rivalry is between the greasers and fitters. Often resulting in bloodshed both on and off the court. At the end of the day handball is an OR's game and it is usually Rain Man and Doogie that are first to get dominated in eliminations. The invite is out for any workshop reading this article to put a slab on the line and come and compete (during work hours only).

When the workshop is not out pack marching, patrolling through the weeds, running up hills, abseiling down cliffs or playing handball we even get the chance to swing spanners.





## 2 CDO – Team Legacy Assist

CFN G's involvement with the Targa Tasmania 2011 started when he was approached by SGT M after he returned wounded from a deployment to Afghanistan. SGT M had been injured when the Bushmaster he was travelling in hit an IED. This meant he had a lot of time to think during his rehabilitation, and it was during this time that he came up with the plan to raise funds for the newly formed Commando Welfare Trust and Legacy by building a car to race in Targa Tasmania 2011. The car he wanted to use was his silver (rust) coloured 1972 Datsun 240Z. Straight away CFN G thought he was in way over his head but he told SGT M that he was glad to give it a go. After all, how hard could it really be to build a performance race car?

Straight away the 240Z was sent to Andy's Restoration to remove the cancer which was slowly destroying its body and to provide a base for the roll over protection system to be fitted. During this period, the team removed the engine to get an early start at getting all six cylinders firing instead of the four it used then.

With the roll cage fitted, it was back to Andy's for the Legacy Blue paint bringing new life to the once tired Datsun. While the interior was stripped, CFN G spent hours removing the sound deadener from the entire floor pan, reducing weight from the car however exposing enough rust to require new floor panels. Once repaired, the interior was sprayed black and dash cut to fit around the newly installed cage. The 2nd Cdo Regt TSP's resident Public Servant Vehicle Mechanic (also a Datsun nut) played a large role at this stage of the process with a rather keen OJT helping him out along the way.

The aim at this point was to get the car looking like a Targa Tarmac Rally car for the launch of the Commando Welfare Trust Fund, in the hope of obtaining some major financial support through sponsorship for the Trust. The hard work paid off with CEO/Owner of HM/GEM engines Bruce Parker donating labour, expertise and the parts required to build a strong and reliable engine. This was great news for the crew, as it took a lot of weight off their shoulders. In no time the engine was rebuilt and brought back to the specifications of its original glory with some much stronger and better quality internal components.

With CFN G and LCPL S returning from course in late '10, and a substantial donation from a member of 2nd Cdo Regt TSP, it was full speed ahead. Expert advice was sort from SW Motorsport at Windsor whose reputation is renowned throughout the Nissan motorsport world. The team could sense some scepticism from SW of how a rookie team could build a Targa Tasmania capable car on the limited funds and experience on hand. By the time the crew took the near finished car to SWM's workshop for Dyno Tuning, he had realised how determined the team was to get the 240Z over that finish line.

With a plan to use the Christmas stand down period to complete most of the work, suspension was first with Koni 'Yellow' adjustable shock inserts and height adjustable King Springs fitted. SGT M tackled the rear suspension, checked carefully by the mechanics while he wasn't looking. Every fastener inspected, repainted, loctited and torqued for peace of mind ensuring nothing was going to fail during the event.

The driveline improvements included an R31 Skyline gearbox, overhauled LSD between the rear wheels to increase drive. Brake mods included 4 pot callipers with slotted and cross drilled discs and Ferodo Racing pads up front, with rear drum brakes being overhauled and competition linings added. A reliable combination for such a light car also suiting the limited budget the team had to work with. Not even a hint of brake fade, not the same happy story for the Hiace service van however.

The wiring was inspected and required upgrading and relocating of

the fuse box and numerous add-ons and upgrades to the rest of the components required for competition. These included Navigators Panel with Rally Computer, Isolator Switch and an upgraded ignition system, Tacho, and intercom with UHF interface. This was all on top of the 35 years of backyard mechanics "fixes" which had to be investigated and repaired.

After three months of solid work and late nights, the car was starting to take shape. The engine was ready to go back in and the machine was finally ready to be displayed at Martin Place to raise money and awareness for two great organisations. Surprisingly only a few people noticed the set of triple OER Race Carburettors and manifold SGT M was impatiently waiting for. Nonetheless it proved to be a successful day in the city.

Once the carburettors arrived, the manifold runners were polished and carefully bolted to the aluminium head with a few modifications and sent to SWM again for Dyno Tuning, wheel alignment and critiquing by the experts. All was going great until the run in procedure with the engine spinning the No.5 big end bearing within 1 hour of driving after getting off the dyno. This baffled everyone including the engine builder, but with no time to waste the crew pulled the engine back out and sent it to be stripped and the problem investigated.

While the engine was out the team upgraded the fuel system. Speedflow fittings and – 6 aluminium tubing for supply and return was routed from the fuel tank, through the cabin and through the firewall to the carbs to prevent fuel starvation and vapour lock. The tank received new pickup and return lines for the same reasons.

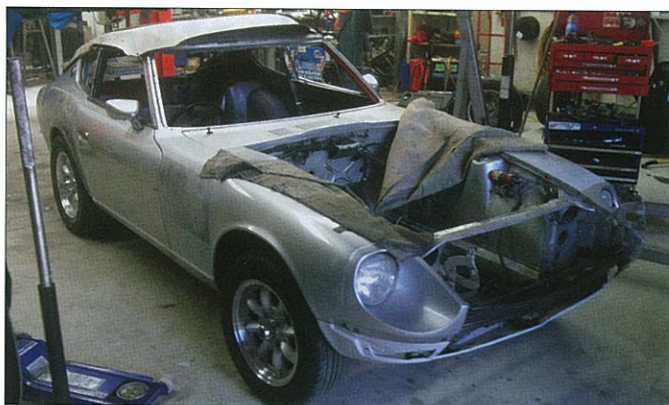
With the engine back in and running smoothly, it was time for the driver to bed the rings in and get some time behind the wheel. After a change of oil and filter it was off to Wakefield Park Raceway for some serious track time to iron out any bugs and adjust the shocks and tyre pressures for the Kuhmo V700 race tyres, generously donated by Kuhmo.

One more track day and a few more bugs ironed out saw the team in good stead for the race which was now only a couple of weeks away. SW Motorsport offered to lend any spare parts needed for the race which was a great help. With the 'to do' list whittled down to nearly nothing, the crew were ready to head south to Tasmania. After a couple of sponsorship commitments along the way at HM/GEM HQ and ANSVAR Insurance in Melbourne the Datto and trusty Hi-Ace were loaded onto the Spirit of Tasmania for the journey to Devonport and onto Launceston. 12/40 RTR in Launceston allowed the crew to roll their swags out in their boozier area and also the use of a two bay garage for the Datto.

It was around this time that any race mechanic's worst nightmare was realised. After some minor brake adjustments the team took the car for a short test drive only to find the engine come to a grinding halt as the crew drove back into Launceston. CFN G called SGT M driver to give him the bad news. The sump was straight off as soon as the car was back at 12/40 and it was obvious what had happened, the very blue number 5 connecting rod and bearing material all through the sump meant there was no doubt the same big end had gone again.

With time running out SGT M was on the phone to Bruce at HM/GEM to see if anything could be done with such short notice. In true professional fashion, Bruce organised for his best engine builders to be waiting for the RAEME Support Crew in their Melbourne workshop. All the team had to do was get the engine out and back to Melbourne, this proved to be harder than they thought. Luckily





the team was placed on a wait list for the Spirit of Tasmania and were even luckier to have a confirmed spot for the return trip. While waiting for confirmation on the second voyage in as many days, the team had early scrutineering conducted for the race and passed with flying colours. Although the scrutineer said that it would help to have a running engine on race day...funny bloke.

HM/GEM wasted no time stripping the engine and getting to the bottom of the problem. Some black sludge was found in some crankshaft oil galleries! It turns out that on rare occasions the cleaning salts used during the nitriding process can stay in the galleries and then mix with engine oil at operating temperature, causing a grinding paste substance to block the oil flow. With a new crank, rings, bearings and connecting rod installed, engine reassembled and checked the support crew were on their way back across Bass Strait again. LCPL S and CFN G took this downtime on the boat to plan out the servicing for the 6 days of competition.

Once back in Launceston the race was on to get the engine installed, run in and track tested. The team were quite nervous at this stage that something else was going to fail. After a few hours of testing at Symmons Plains Raceway they grew more confident that the car was capable of handling the punishment which it would be subjected to over the next few days.

Around this time, PTE Damien Thomlinson was chosen to step in as navigator after Pearce Gibbons found he had a severe case of car sickness. A licence was issued to Damien by the motorsport authority. Damien contribution should be noted as he suffered serious injuries when his SRV hit an IED whilst serving with SOTG in Afghanistan, including losing both legs. Damien had originally planned to be involved in the team in a PR role, as his recent media experience was a big bonus for the team as he was featured on ABC radio before competition everyday. But he easily stepped up and became a proficient navigator with only a couple of days to pick up the required skills.

The preceding months of hard work had all boiled down to this day. 'Blue Steel' as the car had been named was driven to the Silverdome outside Launceston for final scrutineering and team registration, including the all important RAEME Service Crew. After this, the whole team went to have a small celebration of the fact they had successfully reached the start point.

Day One consisted of the prologue 5km stage in Georgetown, to sort the starting order. Blue Steel looked great coming around the tight town streets and it was a proud moment for the team to finally see it in its first competitive stage, and to return to the Silverdome in one piece.

Day two to four had the service crew and Hi-Ace attempting to meet Blue Steel at the end of as many stages as possible to service and refuel when required. Daily services included a full check over with wheels off, recording brake pad thickness, tyre pressures and tread depth to help with predicting change intervals. A small mishap was encountered early on when Blue Steel hit some gravel mid corner gently sliding into a grass ditch, being unable to gain traction to get out. The driver and navigator anxiously waited for recovery. A white



Lamborghini came way too close for comfort, looking like it nearly scraped its rear guard on Blue Steel's front end! The imposed time penalty from this was soon removed due to Damien being unable to push the car out, whereas an able bodied navigator would have been able to. Score!

Day five and six, the team headed south to Strahan, staying the night and then across to Hobart for the finish line at Wrest Point Hotel and Casino. Day six included the longest rally stage in the world, 58 km. If anything was going to break, it would happen during this stage for sure. It was a relief to see Blue Steel drive over the finish line without so much as a scratch. The biggest repair required was two zip ties to hold the windscreen wiper clip in position, pretty major and nothing a few RAEME tradesmen couldn't handle. The Hi-Ace performed admirably as a service vehicle, although the team soon found its limit while driving through some very steep and windy country in an attempt to beat a road closure time, all at a safe and legal speed of course. The brakes decided to contract brake fade half way down a hill which was a pretty nerve racking event for the driver. After ten minutes to let them cool off it was back to smooth sailing again.

Some beers at the finish line and a black tie presentation dinner the next night brought Targa Tasmania 2011 to a close and it was nearly time to head home. The whole team were ecstatic at successfully finishing Targa Tasmania. Even better was that Blue Steel and crew had finished position 40 of 100 vehicles in Classic Outright Class and also achieved every stage under the given base time, deserving a Targa Trophy for both Driver and Navigator's pool room. Targa Trophy can often take up to 5 years for an entrant to achieve. Everyone was understandably stoked with that result, surprising many other competitors in the process, a great achievement for a rookie team.

The drive back to Sydney was smooth sailing with Blue Steel sitting proudly on the tilt tray once back on the mainland. Just shy of 6000km was completed in the Hi-Ace, which took the support crew all around the scenic state of Tasmania. The whole project was a great experience for CFN G and LCPL S, neither thinking they would ever have the occasion to be part of such a great venture and both feel privileged to have been given the opportunity to support Team Legacy Assist in such a high profile event.

Team Legacy Assist is planning on competing in Targa High Country at Mt Bulla in November 2011 for their next event. Plans have already started for extracting a bit more horsepower from the engine and some small modifications to the front brakes before hand. Anyone interested in this project can obtain more information and some great pictures from the 'Team Legacy Assist' Facebook page, make sure you "like" the page. We are always on the look out for more sponsors willing to help us out, and media coverage of the car will only increase from here. Anyone interested in donating to the cause can do so via the Everyday Hero website by typing the following link into your internet browser.

[http://www.everydayhero.com.au/team\\_legacy\\_assist](http://www.everydayhero.com.au/team_legacy_assist)

Team Legacy Assist is hoping to raise even more awareness and support for the Commando Welfare Trust Fund and Legacy.



# 2/14 Light Horse Rgt (Qld Mounted Infantry) Support Sqn – Technical Support Troop CPL K Langhanki

2011 hasn't surprised anyone as being another very busy year. The workshop is full of new personnel and the floor is full of ASLAV's and B Vehicles. Day one of march-in involved supporting flood relief and preparing C SQN for the MTF - 3 deployment (MRE Townsville). This year is going to be busy for the TST in our task of supporting the SQN/Regt Training Program, Ex Talisman Sabre 2011, 3 x MRE's (with members to deploy in support) and the remaining 7 Brigade exercises.

The new OC (RAEME) this year is MAJ Daniel Eggleston, who is trying very hard to run a Squadron with what little equipment and man power he has. I'm sure he is going to have gray hair by the time he leaves here. The Mega ASM (RASM) is WO1 Clint Robertson (Mega Gun's) is the calm and collected bloke that loves his PT and Gym time. Our new Troop Commander for the TST is CAPT Steve Towner, his first hurdle was identifying what qualifications (lack of ASLAV specific) were needed to man 3 x SQN A1 Sections and a robust A2. As a Workshop our first hurdle was trying to maintain production whilst supporting the ASLAV Driver's Course and the Crew Commander Course which were run concurrently at Wide Bay Training Area. The courses consumed over half of our man power being students that needed the qualifications which stretched our resources to their limit. We also provided Mechanical and Recovery Support static displays for the 2/14 LHR (QMI) Family Day in late February.

The ASM for the Workshops is WO2 Steven Doehnert, funny and great to work for. Under the pump all of the time, but runs the Workshop like a well oiled clock. Just don't mess with the man's chair and his Wednesdays Dogs on the deck (see attached photo for an insight of his love for the sausage).

Vehicle Section this year is run by SGT Ian Dale the lateral from Ye' Olde England. He has brought a load of wealth and knowledge to the workshop this year. On his utility belt this year, he has myself CPL's Karl Langhanki, Anthony Murray and Bradley Studders. All three of us are new to 2/14 LHR (QMI). Brad is running B vehicles and Anthony and I are running inspections and ASLAV repair. The workers on the floor are CFN's Lindsey Gardner, Shaun Martin, James O'Sullivan (magic monkey fingers) and Will Tuckwell. Will is in charge of the Brew club and is doing a great job, especially on Wednesdays when it's Dogs on the Deck.

EIR Section is run by SGT Ben Caccianiga, (CPL Gavin Curbishley got transferred early to 139 Sig Sqn) and CPL Jamin Fraser with LCPL Daniel Sinclair, and CFN's Dean Ninnies and Daniel Brailsford in tow. Daniel is discharging later on in the year; he will be missed as he is the man in the know who really knows how many vehicle batteries are left in the Regiment. This section is flat out this year with servicing and repairs. Every time I go into their section they are testing vehicle batteries and shaking their heads and screaming "That's another f##\*%d battery how many have we got left or when are the replacement batteries due in?".

Recovery Section this year is SGT Kevin Fogarty with CFN's Shaun Nicolaas and Peter White. Kevin was left to hold the fort to complete servicing, inspections and Recovery tasks while the boys went up to Wide Bay for the Drivers and Crew Commander's course. This group gets on with the job whenever asked and whatever tasks get thrown at them. Kevin has just been given the great job of being the Squadrons TECH WO...good luck.

The GE Section will be short manned this year due to SGT Micheal

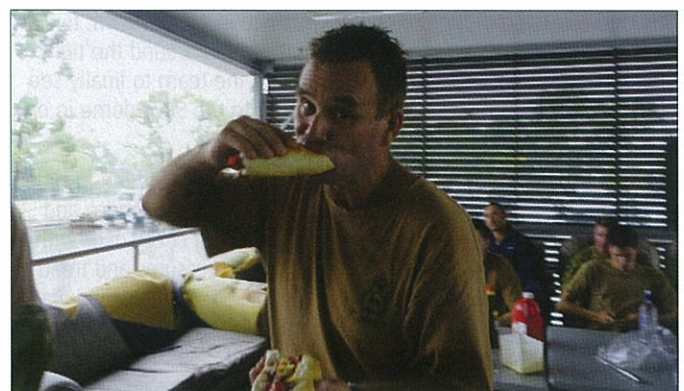


Garnham going off to Afghanistan and SGT George Griffin discharging later on this year. Good luck Griffo. This leaves LCPL Leigh Hobbs in charge with the Metalsmith CFN Ben Carroll. Leigh is on Sub 4 for CPL at the moment so Ben is the man holding GE up.

The RPS Section, well they are stretched to their limits with only five of them on deck. WO2 Mathew Christophers is pulling his hair out as he is in charge of "The Great MILIS Saga" for the Regiment as the LSA. SGT Damian Matanis is playing TECH SPT TP SGT as well as trying to run the RPS. CPL's David Corney and Adam Parker are left to run the warehouse with their one and only digger PTE Roger Rankin whilst PTE Johnathan Akiri is being punished on JLC. The section is doing its best to please not only the workshops, but the occasional Trooper who needs a part that he has broken or lost down the Bilge of an ASLAV.

Last but not forgotten, all of the Civilian staff who contribute so much to the workshop throughout the year and when we are all playing Army, they are known as the 'Drake crew'. The Production clerk Matt Fothergill, Fitter Wes Allen (the feral), Welder John Francis (the bodgie man) the VM's Dave Bennett and Darryl Rickards, RPS Tony D'arcy (the man with all the Russian brothel stories). And we couldn't get out the door as a Regiment without the ongoing support from the GDLSA Section with Chris Pederick, Ross Norton and Bek Whitaker from General Dynamics (Known as the ASLAV specialists)... doctors if you will.

The squadron is hard at battle PT at the moment and will have completed a CFA on the 1st of April which will be run on the Redcliffe foreshore. I'm sure it will be a scenic walk. The workshops will be deploying to Shoalwater Bay in early May to the start of August, let's see how it turns out? We have a great team this year and I'm sure we will all pull together to help each other through the thick and thin of whatever the Squadrons and the Regiment throws at us.





# 3 Combat Signals Regiment TST

## CFN James McKenzie

3 CSR Workshops has been busy since my arrival in June. It began with a squadron shakeout, Ex-multilink, and worked it's way up to Cata and Hamel. Workshops also had a changeover of staff and farewelled a number of members to civvi jobs and postings. We farewelled the following members:

• SGT Greenwood; • CPL Elmore; • CPL Allen; • CPL Taylor (Now an R.I, but he loves that stuff); • CPL Stephens (left to work for Queensland Rail as a civvi engineer, proving the benefits of DAS); • CPL Vaccaro (now at the school, and loving it); • CFN Clarke.

We also started the New Year by welcoming the following members:

• SGT Burdin; • CPL McGoven; • CPL Trew; • LCPL Flack; • CFN Allen; • CFN Pollock; and • CFN Telfer.

Overall, the workshops is a great place to be, under the Direction of the ASM W02 Hoy, the man who wears a thousand hats (at one time he was the ASM, SSM, OC WKSP, OC TPT). We have developed a very high moral and a great standard of work, minus the odd incident with a battery pack. We also have had many of our members siphoned away to do courses, from support weapons, bushy, subject courses, to more trade removed courses such as combat first aider, and responsible service of alcohol (is there such a thing?). We also survived MAS this year, recognised by the sound of their car pulling into the workshop "XX-XX-XX".

EX Multilink took place over 9 days, and was your typical shakeout Ex. For several of the people involved, it was a new experience living out of the GMV's. Moral was high and on the second day of the Ex during a torrential downpour RAEME moral was further improved by the sight of the shivering staff from the Q-store huddled under a 8 ton trailer sobbing "we didn't sign up for this!!!" The Ex culminated in the typical fire fight where we beat the enemy and saved the day.

EX Cata began well with our unit deploying to Star Airfield along with what looked like the entire 3rd BDE. What followed was a harrowing 3 weeks out bush of playing card games and drinking icy cold cokes. To top off the Ex, our NVG's rocked up the night before we came home, and naturally we had to sign for them.

EX - Hamel, well, it was an experience. After a couple of bush trips in a row, we were getting pretty good at this as a workshop, and this time we took along a weights bench, laptops and the mandatory 10 slabs of coke e.t.c. Also, knowing that we would be digging pits, an unnamed CPL managed to 'acquire' a poinjar to aid in the establishment of our position. A couple of the boys, including myself were also sent out to act as a protection party for the ginger beers from 3 CER who were drawing the water from a nearby creek. What I recall was 3 terrible days of rope swings and swimming, followed by the occasional piquet. Only real bad point was they only gave us one day's food when we left!!!

RAEME Birthday - The 3 CSR workshops once again managed to nail the show and shine, and the kart race itself, with our "Hate Sigs" kart. Unfortunately, despite having good trade skills with the kart, we failed to put up a good fight in any of the other events, however we won the billy cart race, so that's all that really counts right?

During Op - Yasi Assist the workshops was done proud by a couple of members, LCPL Stephen White and CFN Dean 'Sapper McGowan' Allen. These members were the FRT team who went up north to Tully in the aftermath of the Cyclone and Deano even managed to get his face into the rag, albeit under the name SPR McGowan.

We would like to wish luck to three of our members who are deploying with MTF, SGT Nick Van Kreiken, CPL Jamie Harwood and CFN Dimitrus Koutsouks (we just call him Jimmy). As I am writing this they are finishing up there lead up period and are about to go. All the best boys!

So, overall, a great effort by everyone, and we look forward to the challenges in the coming year, IMT's, Cata and Hamel all await, and as always, we will be there with the brew club, doing the corps proud by selling coke to grunts at inflated prices.



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# 5 RAR Wksp – The end of an era

## CFN Playford and CPL Poile

The members of the 5 RAR workshop have hit the ground running this year. Soon after welcoming some new tradies into the fold, we packed them up and shipped them down to Cultana on exercise Southern Reach for a few months. It was a mixture of tradies, storeman and truckies from the Company; sent south to support the Rifle Companies platoon level activities.

Also amongst the new members was yet another lateral transfer. Whilst he swears he is here in order to see the sun for more than two months a year, we all keep one eye forever on the Poms watching for signs of further infiltration. In an attempt to enact a counter battle, we sent two of our members over to Europe on exercise Long Look. We are looking forward to them sharing their experiences with the rest of the workshop and hopefully spreading some light on the true intentions of our lateral transfer brethren.

With so many away and the ASM left with leave apps and extra admin on top of his normal workload, the strain on the workshop was comparable to Kermit bench pressing little miss Piggy. To add to the fun, we were visited by our friendly neighbourhood MAS audit team.

GE have seen a fair chunk of the workload with the brand new F88SA2 being introduced to the unit, for a period anyway. It then saw them inspecting them all over again as we traded down to



*NEW FIXES OLD – An M113AS Fitters doing a pack change for an M113A1 on EX SR 10*

the SA1 in preparation for MTF 2. They also saw the introduction of the .308 Blazer, MK-19 AGL and the SR-25. Six rounds a minute of annoyance for the armourers.

Greasers (for once) had a lot on their plate with the introduction of the PDTF Bushmasters to the Unit. As per their SOP's, the grunts immediately preceded to bash around the roads and CTA with the bush taxis and before you knew it, PMVs started appearing in the workshop. They even gave the Reccy Mechs a run when three vehicles found the same mud patch, and all confirmed what the crews in front of them were trying to say. We are indeed stuck!

Prior to the influx of the training fleet prior to MTF 2, was the ending of an era. The M113A1 has faithfully served the Army and its mechanised units for several decades now. The lovingly termed 'buckets' have brought a capability to the Army that will not soon be forgotten and the grunts of 5 RAR are proud to be specialists in mechanised warfare. Although parts were tough to get your hands on, the cars were older than most of the mechanics working on them and the Infantry had this unique ability to break everything on them; they were well loved within the workshop.

The workshop is busily preparing for its role in BG Tiger as well as supporting the training for MTF 2. We are looking forward to finishing of another busy year with a good tempo, with some of us lucky enough to do our job overseas. The future for us sees the introduction of the M113AS4 into the Battalion, and then we will be back to the everlasting struggle of Operator versus Maintainer.

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# A craftsman's introduction to 6 Avn Rgt in 2011

CFN Aaron Cummins and CFN Ben Pryor

"Has everyone here got secret clearance? If not, you must leave this brief now"

Upon arrival at 6 Aviation Regiment after a mid-break recall I was apprehensive, as were most of my fellow technicians. This time, 6 Avn Regt Technical Support Troop (TST) were about to be given orders on a special operation where we were required to ensure aircraft and associated role equipment was ready to deploy at short notice. On this occasion, we were tasked to provide much needed aviation support to TG 637 for OP QLD FLOOD ASSIST. To achieve this, 6 Avn Regt was to deploy a number of Black Hawks and Kiowa aircraft in order to underpin the search and rescue, infrastructure survey and airmobile activities assigned to the task group.

From the tone of the orders and look of anticipation on my peers, I could tell that my part in the maintenance of aviation operations at 6 Avn Regt was treated seriously, and was crucial to the success of the organisation. It was my first week at the Regiment as an Aircraft Technician, however, I knew the year ahead promised many new challenges.

As a new Aircraft Technician fresh from the training environment of AAVNTC, the pace and efficiency of the TST in preparation of Black Hawk aircraft was impressive, not only to see, but to be a part of. The work was prioritised, allocated and conducted quickly at all levels from the Troop Commander to the FRT SGT to the CFN on the floor. Furthermore, whilst operational focus was paramount, the "can do safely" attitude also shone through as an overarching theme amongst the workforce.

No sooner had we returned from OP QLD FLOOD ASSIST, the unit was again put on short notice to move in preparation for Tropical Cyclone Yasi. All personnel snapped to action, mustering a formidable vehicle and equipment convoy ready to move North. Fortunately, the damage in QLD was not as significant as first anticipated, and this contingency did not eventuate. In conjunction with this activity, the unit continued to support flying operations at home base and preparations for support to Army in exercises across Australia.

I quickly understood that this short notice tasking was part and parcel of working within 6 Avn Regt as an Aircraft Technician.

6 Aviation Regiment has supported the Army's continually growing commitment to the Special Operations Aviation Task Group with an excellent record of safety and the willingness of the men and women of Support Squadron to continually work long and hard hours to keep an aging airframe flying without issue. Much of this support is directly related to Special Operations and underpins the security arrangements on the East coast. And when the flying is done, the RAEME Craftsmen within the TST are ready to service the aircraft, fix unserviceabilities, and have them ready for the next wave of flying. This commitment is significant and is often met with personal sacrifices such as reduced time with family and loved ones. I consider this commitment to be a testament to the professional RAEME Technicians of 6 Avn Regt who maintain this significant tempo and large workload in conjunction with an outstanding safety record.





# Army School of Transport – Maritime Wing

## Marine Engineer Training Section

Here we are half way through another busy year within Marine Engineering Training Section (METS) and we are still trying to establish where the year has gone. The constant flow of marine courses that are conducted in the section keeps all on their toes keeping ahead of the requirements. What do we do? METS:

- is responsible for conducting all Marine Engineering training within the Army.
- provides technical advice on Marine Engineering to customer units within Defence.
- delivers, reviews and advises on training and trade matters for Marine Engineering.
- sets, maintains and demonstrates the highest possible standards in trade practices, be it by knowledge or practical application.

Details of courses conducted 2010 are as follows:

- Supervisor Watercraft Maintenance x 1 per year (33 trg days)
- Watercraft Maintenance Techniques (WMTc) x 4 per year (216 trg days)
- Marine Equipment Maintenance (MEM) x 3 per year (114 trg days)
- Bridge Erection Propulsion Boat x 1 per year (5 trg days)
- Emergency Egress Breathing Apparatus Maintenance x 1 per year (4 trg days)
- LARC V Maintenance x 2 per year (20 trg days)
- Outboard Motor Maintenance x 2 per year (22 trg days)
- TOTAL 414 trg days for 2010. This excludes other section support.

So if you're looking for a career with a challenge and the chance to wear white overalls then METS is for you.



L-R back row: SGT S. Mason, CPL P. Scarr, SGT M. Fergusson, SGT F. Wetherbee, CPL J. Jones. L-R front row: CPL C. Eastley, WO2 B. Bergquist

Additional RAEME lads within AST-MW; WO1 C. Burling HQ; WO1 K. Arnold (ARES); CPL M. Simon Watercraft Support Section (WSS); CFN N. Smith WSS; CFN W. Szczerbanik WSS

### GOLF DAY

It is not all work and no play within the unit. Recently the boys got the chance to shelve the overalls for an afternoon and go out

for the first of the years METS golf classics hosted by Willows Golf Resort. The 18 hole competition soon wore thin for senior METS members who, after losing only a dozen balls each, decided to call it quits and make it a 9 hole comp. Some die hards continued to play but after a hot afternoon in the sun it was time to return to the clubhouse for a playoff at the nineteenth. Sadly both WO1 Burling and CPL Eastley have chosen to leave the Army this year. They will be missed both in the unit and in the wider Army.

### THE FUTURE FOR MARINE COURSES

The Strategic Reform Project (SRP) has brought some positive changes to the way Maritime Wing does business. Currently to obtain a marine qualification members are required to attend a MEM course (8 weeks) then attend a WMTc (11 weeks), in total 19 weeks. A members attendance on these courses puts a huge demand on a units manning capability. The delivery of this training has been reviewed IAW the SRP.

As at 2011 Marine courses that are conducted within METS will be modularised. What does this mean to the wider Army? Members will be able to acquire the required competencies to conduct their job based on their unit's requirements. The break up of the current courses is as follows:

The WMTc will be split into two separate courses:

- Watercraft Maintainer Course 37 days (Engines and associated equipment)
- Watercraft Specialist Course 25 days (Sea going component)

If you are a member of 4 RAR you may not necessarily need the sea going component, however, if you are a member of 10 FSB you will require both to conduct your job.

The MEM course will be split into three separate courses:

- Marine Equipment Maintainer Course 12 days (Fibre glass repair, sea survival equipment and inflatable craft)
- Outboard Motor Maintenance Course 11 days (Outboard repairs)
- Air Breathing Apparatus Course 11 days (Diving gear and associated equipment).

These changes will allow commanders the flexibility to send their members away for short durations to obtain those specific qualifications that are required to conduct their work without wasting any time gaining qualifications that the members don't need. This will increase efficiency in both time and money for both the user units and for Maritime Wing. The duration for the new courses mentioned above may vary in duration by a day once all the Capability Enhancement Statements have been approved and implemented but the structure will remain the same as detailed above. In addition to these changes METS are working hard on the introduction of E-learning and simulation into all of our courses IOT improve efficiency.

All the above will see the members within METS with a lot of work to do for the rest of the year and I know the guys will be looking forward to a break at Christmas. Then they will commence the new year implementing the changes that they have worked hard to develop. The introduction of these changes will ensure that METS is an even better place to work in the future.



# Champions of the SE Qld RAEME Birthday Competition – 7 CSSB

## CFN B. Griffiths

On the 1st of December 2010, RAEME celebrated its 68th Birthday. To celebrate this, past and present members of RAEME in the South East Queensland area participated in a range of activities organised by 20 STA at Gallipoli Bks, Enoggera. This was an excellent way for the members to develop team work and esprit de corps giving the opportunity for the past members to socialise with the newer members.

The day kicked off with a BBQ lunch at the Menz Club followed by a competition between the local RAEME elements. Firstly there was a sculling competition to determine the start positions for the spanner cart race. Each team representative had to scull a 400mL glass of warm Pepsi followed by a glass containing 3 raw eggs, then to top it all off, a glass of milk curdled with lemon juice. 7 CSSB's CFN Phil Hines placed 2nd giving the spanner cart team a nice starting position for the race.

The spanner cart race proved to be challenging, there were several steep inclines and sharp turns which made for a very entertaining event. The two drivers for 7 CSSB were CFN James Manera and CPL Matthew Trotter. The team placed third overall for the race as there were complications changing the safety gear which slowed the transition down between drivers. CPL Trotter tried to help gain a place by taking out one of the other team's pushers. He ran straight over the top of them knocking them to the ground, in his defence he was claiming the brakes didn't work. Turns out someone forgot to tell him to push the brake lever, not pull it.



After that there was a Tug-O-War competition where 7 CSSB took out 1st place undefeated. Also the famous spanner throw where CFN Paul Copson (Also known as John Cena) took out the title for the spanner throw with no effort what so ever.

With two 1sts and a 3rd, 7 CSSB was placed first for the overall championship. To conclude the day's activities, presentations were made, 'Waries' were told and many enjoyed a nice cold beer.

## 6th Engineer Support Regiment

First and foremost, the two Construction Squadrons of the Army are no longer considered independent sub-units. For those olds and bards out there that remember the mighty workshops of these Squadrons, you need to know they're no longer as large as they once were. With the raising of the 6th Engineer Support Regiment on 13 Jan 03, the Regiment has been slowly molding into one cohesive unit. Other units in the Regiment are the 1st Topographical and Survey Sqn and the 20th Explosive Ordnance Disposal Sqn. These sub-units are currently supported by 21's workshop in Amberley. In the coming years the Regiment will raise an Operational Support Sqn where the workshops will combine to form a cohesive maintenance capability. However over the past few years, and we dare say in years to come, Yogi and the Rooster will continue to live on.

### 17th Construction Sqn – Smarter Than the Average Bear

– SGT Mark Ledinek

2010 and 2011 has seen 17 Const Sqn on a "rest cycle" from AACAPs. With a vast amount of equipment still hurting from AACAP 16 in 2009, the workshop members were looking forward to an easy paced year of in barracks maintenance aided by some beach PT once or twice a week at Cronulla. How wrong we all were. The Sqn was committed (over-committed) to three major construction projects throughout the year, at Woomera building patrol bases and Afghanistan style houses, in Singleton repairing the old range roads and in Shoalwater Bay at some magical place called Triangle Island. However, the latter project was cancelled due to the possibility of people having fun on a deserted island.

March saw our workshop kick off the Sydney area Spanner Club. A turn out of approximately 100 people (not too bad for Sydney) arrived. There were a few stands from supporting businesses such as Castolin Eutectic, The Metalsmith (Simon Shaw, ex 17), and Anaconda adventure store.

Singleton's project of repairing the old range roads lasted approximately three months, with an FRT working 14 days on and 2 days off. This project was quite taxing on some of the equipment, especially the plant equipment moving rocks with soil buckets. The Metalsmith CPL Paddy Dorahy was required on numerous occasions to repair the aftermath of these rocks on the equipment.

OP QFA – January 2011 saw the Sqn recalled from leave early for JTF 637 Queensland Flood Assist in South East Queensland. Over half the workshop deployed for four weeks. Most work comprised of conducting NFW inspections for plant equipment damaged whilst on the back of trucks – some bridges are deceptively low in Queensland! Under the watchful eye of CPL Luke Gibson, the FRT set themselves up along side 21's workshop in their brand new facilities at RAAF Amberley.

The boys were kept busy keeping with up with the high demand for plant and Mack dumps. Our Recovery Mechanic, CPL Anthony Massmann was also kept busy pulling car wrecks and god knows what else out of the flooded Lockyer Valley around Murphy's Creek. The workshop boys acquitted themselves extremely well with glowing reports all round.



# 7th Signal Regiment Workshop Troop

## LCPL Juillerat and CPL Robinson

### Workshop structure

7 Sig Regt Workshop Troop is very small, given it's responsibilities within the unit. The workshop consists of five sections: General Engineering, Electrical, Vehicle, Telecommunications, Electronic Warfare Systems and Repair Parts Store. The workshop is geographically split as upper workshop (Tels and EW) at the West end of the base and lower workshop (GE, Elec, Vehicle, RPS) at the South East end. The workshop has a posted strength of 17 for 2011, including the ASM and the Tp Comd (though the SED allows for 27). Due to the specialised nature of the unit, the workshop posted strength of 17 also includes six RASIGS ECN 665 Sig Techs.

The workshop is structured as follows:

Tp Comd: LT Dimer, ASM: WO2 Wallace, Veh SGT: SGT Chee, RPS SGT: SGT Stephens, Veh Sect: CPL Bartlett, CFN Boorman, CFN Cupit, GE Sect: LCPL Juillerat, CFN James, Elec Sect: LCPL Rattison, Tels Sect: CPL Robinson, EW Sys Sect: CPL Ali, COMSEC Rep: CPL Kucenko, CPL Rendon, LCPL Schilf, SIG Norton, SIG Swan, SIG Keys.

### Activities and exercises

At times the workshop is required to support the unit on field exercises, usually with a small FRT and usually for the road move only. However, opportunities for maintaining field skills do arise; the workshop has previously conducted an annual troop exercise, EXERCISE RUSTY SPANNER. Due to lack of personnel and resources, high production requirements and course commitments, we did not run the exercise this year, though we did have the opportunity in 2010 to conduct base skill training as a workshop and consolidate skills as part of Support Squadron in WBTA. While not a field exercise as the northern Army may define it, there was a great deal of opportunity for improving skills and learning from mistakes as the picture shows.

With high numbers away from both upper and lower workshops at all times so far this year the work load has been high tempo. In 2011 the workshop has provided FRTs and general duties assistance for unit exercises EX CRAWLING BEAR, EX WALKING BEAR and EX RUNNING BEAR, and has a detachment lined up to join the 16 AD run CSST for EX TS 11.

While the workshop has had a high production and support tempo, the remainder of the unit have an even higher exercise and operational tempo. Most of the unit have been away for significant portions of the year and this has opened some opportunity (some call it a stabbing) for workshop personnel to deploy in a General Duties position to the York Comms Det (Bamaga) in Far North Queensland for one month rotations. While away from the production requirements of the unit, it is an opportunity to inspect the state of the equipment in a remote detachment, as well as hang out in t-shirt and shorts during winter. Coincidentally, it is also the best time of the year to do some fishing.

### Billy Cart Race 2010

Being the few RAEME members in a flood of RASIGS inevitably means competition. As part of the 2010 RASIGS Corps Week a Billy Cart race was run in November on base. This provided some opportunity for the workshop to bond, discuss design plans and use our knowledge to create our own billy cart design.

By the time the race week rolled around, the Wksp BC MkIII was perfected and all worked very well. On the race day when it was wheeled to the start line there was protest at the design going every which way. However, when it was built the rules were studied very carefully to make sure there were no breaches in design and construction; the team was allowed to run the cart.

The first race was the closest for the day with the win by only a wheel; this was due to the start when the 'pushers' did not know how hard to push. The rest of the day was won with ease. The final was run against the Q Store. It was a three race affair with the last one won by only a cart length.

It was great to see the win as the Q Store has won the event for a couple of years now and could not (previously) be beaten. All that changed last year; now that we have the trophy we will not be giving it back without a fight. The saddened Sigs and Roaches have since written new rules, so there will be further opportunity for some RAEME ingenuity and new designs later this year.



EXERCISE RUSTY SPANNER 2010 – Night nav route gone wrong



2010 BILLY CART RACE – Workshops leading the way



# 101st Field Workshop

## MAJ Ian Cook

One of the most common stories you hear in any Wksp these days is the fact that everyone is undermanned and over tasked. It's no different here with many members deployed however it has been amazing to see so many of the guys step up in their absence.

This year with Darwin having Tropical Cyclone Carlos and the wettest wet season on record, saw our exercises delayed or cancelled. We later got to exercise on IMTs for a week followed by a week of SNCO/Offr in Shoal Bay. The Wksp members on both exercises demonstrated a high level of soldier skills through a series of team building challenges with a reduced level of sleep.

As an experienced CFL, the new ASM WO1 Glen McFarlane, worked muscles that most of us didn't know we had. With a greatly improved level of fitness, the Workshop not only completed a CFA in marching order in good time, but immediately dropped our packs and ran another 3.2 km in patrol order. The legs may have been a little sore later that day, but the sense of accomplishment all round was obvious.

All in all, it has been a great start to the year. We are looking forward to preparing the Bn and the Bde for another round of exercises before the end of the year and setting ourselves up for success as we head into the deployment cycle preparation in 2012.

### Vehicle Platoon

– LT Aaron Campbell

Vehicle Platoon from the outset of the year has been flat out working on the vehicle fleet. The sixty person platoon only ever seems to have a dozen people working on the tools while the rest are busy deployed in the MEAO, Timor Leste, on course or leave; with those left behind looking fondly to the Darwin dry season and the endless tourists who grace the infamous Mitchell St. With most of the hierarchy being deployed it has been left to the SGTs, led By SGT Gary "Tommy" Tucker filling the WO ART position and the English to run the floor. Dead in our sights is the implementation of the G-Wagon and what it means to the ECN 229 trade group. But as we wait with baited breath, the deadline comes and goes, stalls and falls over, like the tail of Friday Bn Battle PT.

### GE Platoon

– CFN Travis Brook

GE was privileged to have the British man mountain, SGT Darron 'Dazz' Doyle spend four months with us as part of Ex Long Look, having swapped positions with CPL Daniel Butler. SGT Doyle came from 7 Sig Reg, having spent some 19 years as an Armourer in REME. With the OC challenging the Wksp to improve our own facilities, we are looking forward to turning a disused paved area outside of GE Pl HQ into the Workshop's new social area and outdoor gym. Likewise we are looking forward to the building a bridge as a technical challenge, with SGT Doyle having a unique idea for the use of M88 track and configuring the bridge to look like a Rising Sun badge. This should give us a good opportunity to test out our new welders, mill and lathe.

This year we welcomed CFN Michael Smail, CFN Christoph Grogg and CFN Gareth 'Blinky' Mulraney. We would however bid a fond farewell to LCPL Darrel 'Fj'. After 23 years of service one of the most experienced and qualified diggers in GE, LCPL Holden, has decided to pull the pin. We wish all the best to you and your family!

### EIR PL

– LCPL D. Higgins

There have been a few new faces posted into EIR in the past twelve months with all the guys keen to get in and get dirty, taking on the tough jobs. The PI provided members to the contingent in the 'Relay for Life' in September 2010. After 18 hours of continuous running, the Battalion team (predominately Wksp members) managed to break all previous records, including the most amount of money ever raised by a single team and the most amount of laps completed.

At the end of last year with the WOART and PI Comd position vacant, 'The Poms' were there, ready and eager to re-colonise with SGT Glen Lamb and CPL Ray Inman immigrating into the PI and having a huge impact. EIR PI has made a good showing at PT but despite the best efforts of the young guns in the PI (75% are under 30), the fittest member of the PI is unfortunately still the oldest (SGT Glen Lamb at 41). Nevertheless comfort can be sought in reassuring ourselves that at least we should survive him! All in all it has been a productive year in EIR with everyone banding together to get the jobs done, just as Crafties have done for years.

### Recovery PI

– CFN Aidan Pope

It has been a very busy start to the year with the arrival of three new members to the Platoon (LT Andrew Barker, CFN Aidan Pope, and CFN Paul Rowe). As the initial yearly exercise got postponed, canceled, re-birthed, canceled and then once again postponed due to the epic wet season, the PI went about its business of training junior members and qualifying them to assist those amongst us who tend to lose traction or need to move something. As usual we have been very busy fixing truckies mistakes, including recovering them from RAAF Parade Grounds after they thought the ground looked clear enough to do u-turns on at night. Although they tried using shovels to hide their mistake our photos don't lie.

The PL will be finishing the year with trips to CATA and Talisman Sabre, and will welcome two new recruits in July with open arms and a huge amount of pranks and hilarity. As we prepare to recover a whole new range of people as the exercise period picks back up, these new guys will be sure to be getting very dirty, very quickly. Welcome aboard.



# 10th Force Support Battalion

## W01 Dean "Nino" Goninan (Battalion ASM)

For those of you that haven't had much to do with 10 FSB, it is a large and diverse unit with an interesting history having been formed using four units. The unit was formed back in 1998 from 30 Terminal Regiment, 2nd Field Logistic Battalion, 10th Terminal Regiment, 1st Divisional Postal Unit and the Defence National Storage and Distribution Centre Watercraft Base Repair Detachment (previously Sydney Workshop and 1 Watercraft Workshop).

Since INTERFET (East Timor) in 1999 the unit has gained some major capabilities through the JP126 project which enhanced the Material Handling Equipment capability with the introduction of the Kalmar Rough terrain container lifters, and the new JCB Forklifts. We are also soon to take possession of four 80T Grove cranes. The Kalmar and 80T cranes are unique capabilities within Army.

The unit is responsible for light grade repair and medium grade to watercraft (including LARC V), specialist materiel handling equipment (C and D vehicles including Kalmar Rough Terrain Container lifters), and petroleum specific equipment.

The unit is split into two different locations with the Marine Forward Repair Group (MFRG) located at Ross Island Barracks and Land Forward Repair Group (LFRG) located at Lavarack Barracks. The MFRG is primarily responsible for the light grade repair of all 30 TML SQN (equipment predominately located in the area of Ross Island), equipment organic to the MFRG and medium grade repairs to prescribe specialist equipment within 30 TML SQN and 35 WTS, including the Amphibious Beaching Team (which has 2 x JD 850 Dozers and 2 x LX 120s).

The LFRG is primarily responsible for the light grade repair of all 2 FSC (Pet Ops and Field supply) and Logistic Support Coy equipment, (excluding the MFRG) and medium grade repairs to any prescribed specialist equipment within 2 FSC or LSC. Since the introduction of the new version of Kalmar and the their purpose built facility and transport yard now located at Lavarack Barracks, the flexibility in who conduct the work has increased to enable LFRG do more work in this area.

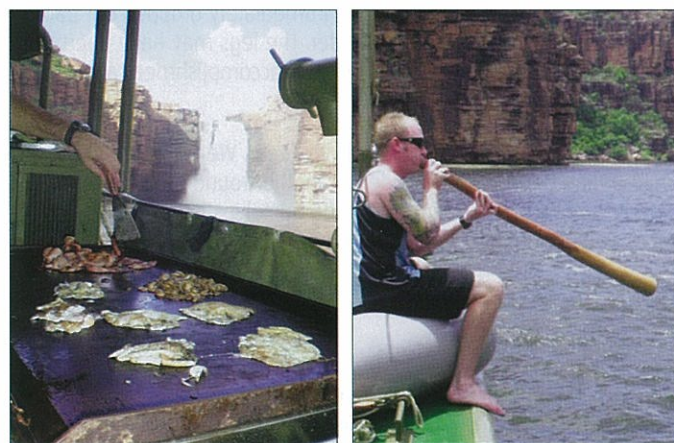
35 Water Transport Squadron and 36 Wtr Tpt Tp (Darwin) have integral RAEME tradesman for the conduct of light grade repair as part of the LCM8 crews and a number of extras to enable redundancy and to have personnel available for the maintenance of other equipment such as LARC V, LPVs, outboard motors, inflatable craft and the weapons (predominately 12.7mm QCB) owned by these sub-unit.

When I first came to the unit I was told that it wasn't regarded as a place that trades coming from OJT wanted to be posted. Having served time in a variety of units I considered 10 FSB as one of my more enjoyable postings. Sure every unit has its issues, but where would you rather be when deployed on exercise? At the CSSB eating ration packs, wearing Kevlar and digging your crapper pit or at the FSB eating three fresh and having a hot shower every day. Yeah we may be the "super pogues" but we don't mind the job at all.

Last year was a busy year with the return of members from FSU-Two and then the support to Ex Hamel within Townsville, Macrossan and in the High Range Training Area. Along with providing support to the various sub-unit exercises such as the 2 FSC 9 Petroleum Platoons Ex Nautical Pedros doing project trials for JP2059 which entails the Towed Flexible Barge Discharge system that can provide interoperability between Naval fuel assets and shore bulk fuel storage (the Dracone basically a big bladder capable of storing up to 88 000 litres on the ocean).

### Team Fitter (Including Marine qualified)

Due to the array of equipment within the unit and the fact that we have the SED to conduct medium level repairs to the LCM8 and LARC V fleet, we have a large number of positions for the elite ECN 146 trade. Of our ECN 146 legend positions, marine related ones are 3 x SGT, 8 x CPL and 16 x CFN positions alone dispersed mainly between the Marine FRG and 35 Water Transport Squadron located at Ross Island Barracks. There is also a four man team at 36 Water Transport Troop located at Larrakeyah Barracks in Darwin. Currently in Darwin we have SGT Toby Bailey, CPL Josh Relton, CFN Zack Cooper and CFN Jason Freimanis. The Troop provides support to predominately Norforce and Pilbera Regt, however they also do the odd tasking with 1 Bde units. Recently CPL Relton supported Norforce for their Regional Patrol Craft course.



*CFN Jason Freimanis recently spent some time away with the troop on a trip to Broome. BBQ Breakfast with a beautiful waterfall in the background at Kings Canyon. Jason playing the Digereedoo getting himself aligned with his cultural side (nice backdrop).*

As I am sure everyone is aware the APEP and Directed vacancies of positions has been hurting us all. Of the above positions, last year (and for many years previous) we have been running at a little over 50%. This has required JLU(NQ) Marine Fleet to do a major part of our medium level maintenance. As we get personnel qualified we attempt to provide manning to work within the JLU (NQ) workshop and slipway. Whilst I am getting some love from SCMA with regards to CFN coming to us from OJT I have been warned to expect to keep operating with approx 30% vacancy in 2012. A couple of my crafties have spent more time on course than they have in the unit actually swinging spanners. As quick as I get them in the door I am happy to have them do a marine course so I can get them into action. If they are keen to do the hard work and are interested in the marine side of the trade they will get a course in quick time. As quick as I seem to be gaining ground on getting CFN qualified I seem to be losing them out the door at the other end.

We've had a fair turnover of personnel from last year with a few discharges and the usual postings on promotion for a number of CPLs and even a couple Fitters posted to the SOCOMD side of the green machine. SCMA have helped with the unit being looked at more favourably by the young Crafties now that we are looked at for filling SOCOMD positions (especially with the Marine courses you can gain whilst posted here). At the end of 2011 we have 2 x CPL and 3 x CFN possibly posting out to various SOCOMD positions. Not bad for super pogues.



## Team Welder

When your attempting to maintain a fleet of Watercraft (such as the LCM8), which is from the mid to late 60s, you need to have a fair size welder manning (The team – CPL Cameron Coggan, CFNs Aaron Mott, Peter Shaw, Luke Heinrich and Kaileb Chen). The boys get some great work with the major hull repairs thanks to the boaties drying them out on rocks etc being done on the slipway at Ross Island. This requires them to gain a Confined Space qualification so they can weld in the voids of the craft. Not such much fun during the warmer months, but it gives them a hell of a thirst as young Luke Heinrich will agree. He had requested that we get a drip of the good oil (Bundy Rum and Coke cans) but unfortunately there was a few OH&S issues that we couldn't get around.



*CFN Peter Shaw inspecting some of the work ahead in a void of LCM8 AB1066 having major hull repair*

## Team Greaser

The Greaser's in 10 FSB have a fair variety of equipment from the standard Light/Medium and Heavy B Vehicle fleet (including a couple of aging S-Liners and Floats and the Heavy Tank Transporters) and an array of C and D Vehicles (ranging from the small JCB forklifts up to the JD-850 dozers and Kalmar container lifters). This enables us to have a strong justification to get the lads on C-Vehicle courses. Due to courses and position vacancies the Greaser's have been light on manning for the majority of the year. But with a regular OJT presence and the couple of Drakies we are staying on top of things. I've also pushed for the more interesting jobs, usually out of our level, to be kept and done here. I totally hear the cry for more interesting work and less basic servicing. The boys at Marine are always dealing with the Termites (Terminal operators) excuses on how they managed to damage their equipment. The Kalmar course is conducted by ASEME in the 10FSB location once a year and is predominately for the unit's members or personnel identified by SCMA as being posted here in the near future. SGT Mick O'Sullivan has been a great asset, having come from ASEME to 10 FSB at the start of 2010, he has been an assistant instructor on both courses conducted (one in 2010 and the one in 2011).



*CFN Ruan Westermann (21 Construction Squadron) takes a hydraulic reading during the Kalmar Maintainer course – see you in 2012 Westy*

## Elcies and our token boffin (CPL Darren Terzo)

The Sparky's are always busy (so they tell me) throughout the day, but we are getting pretty good on the manning side at present with CPL Jonathan "Burchy" Burchell, LCPL Chris Morrison-Leeson, and CFN Leaney (just marched in) over at the MFRG looking after any issues the on-board engineer can't handle and the usual gensets, fridge work, LCM8 earth fault leaks or Air Conditioners. At the LFRG we have

CPL Geoff Hanley, and CFN Cameron Weeks and CFN Ashley Wozniak (also recently march-in, but he comes knowing what to expect as he spent some time with us during Ex Hamel 10 setting up the 2 HSB). For the first time in a while will have all bar 1 x CFN position filled, just in time for TS11. Working from lessons learnt during Ex Hamel last year we can expect to be getting other sponges from other units needing our support. This is great if you know its coming, but providing support to 2 HSB and 17 Sig/Bde HQ was a surprise.

## Recovery Team

10 FSB recovery currently consists of one CPL (Rob Parker) and one digger (Shannon Caldwell), one CFN vacancy and a DV position. We have two assets (an MRV and HRV w/trailer) of which enjoy getting out to do real jobs other than the regular delivery of equipment out to trade repair contractors. During Ex Hamel last year CFN Dillon enjoyed doing regular trips back to Townsville backloading Bushmasters/ Lavs and the odd Guntractor from our ECP at Macrossan and also from the 3 CSSB ECP in High Range. The boys from CSSB looked to be enjoying themselves although we did have to offer them a shower so we could get close enough to talk to them without throwing up. CFN Grayson Salway does his best to keep the Recce Mechs employed by bogging a Unimog during a "test" drive with one of the OJTs. The lads said they thought he was just showing off in front of the female OJT we had at the time. Well done Grayson. Recently Shannon returned from Exercise Surfing Penguin (35 Wtr Tpt LARC V surfing exercise). He would have enjoyed his time away a lot more if he didn't have an MRV with a massive electrical gremlin.

## RAEME B'day and awards for TSP members in 2010.

In 2010 we had CFN Benjamin Webb (ECN 418) the NQ-Region CFN of the Year Award and also CPL William "Will" McGavin was awarded a Chief of Army's Commendation and the Army Safe award for his efforts in improving the OH&S within 10 FSB. Congratulations to both members.

The boys in GE put a fair amount of time into the Billy Cart project (mainly during Ex Hamel) and with the units watercraft background and the rumour of a substantial water obstacle on the course, they decided to go with a light weight aluminium boat shaped design. Unfortunately the water obstacle wasn't as big as we had hoped with the members being able to touch the bottom also. They finished a respectable 5th of a field of 9 or 10. Next year we may employ a few more pushers as other teams had done. "Bear" Mitchell is now a shadow of his former self thanks to his commitment during his FSU-2 deployment.



*The Billy cart in action with the team members – Driver – CFN Peter Shaw, Power team – CFN Benjamin Webb, WO2 "Bear" Mitchell and CPL Michael Coughlan*

We are currently ramping up for the Talisman Sabre exercise with the inspection of the 9 Pet equipment, with FSU-6 on the horizon for 2012 it will no doubt be a mass of fun doing the lead up training and activities required prior to deployment. In finishing I hope to catch up with you all in the near future at either a Spanner club or at the Corp B'Day. The cart will be on show again, hopefully with a bigger water obstacle. Have a great year and Christmas and stay safe.



# 16 Air Defence Technical Support Troop

## TST HQ LT Halloran

*"At least we won't be this busy next year – 2010"* – A collective thought of all the seniors within TST during 2010, a thought that has proven to be wrong at every turn of 2011. The year to date has been a challenge for Technical Support Troop, with deployments of key personnel, including; the ASM, WO1 Nitschke, EIR SPVR, SGT Banks, and our CPL Elec, CPL Franklin, have seen members at all levels taking on additional responsibility.

Courses and support to courses have dwindled manning in some areas, with the UE looking good on paper, but very thin in reality. With corporate governance and check safes at every turn, combined with the continual issues that are MILIS, I am impressed that my guys still find the time to spin spanners everyday. One thing that is continually impressing, and is noted by all of the TST hierarchy is the fact that the boys will not let an exercise fall over, they will keep cracking on, take on last minute (relevant/irrelevant) tasks, accept work one day out from an exercise; and when it's all done and finished they then go and do their own field prep. A comment that has not been proven wrong to date was, one of the first things I was told when I marched in "Sir, you give these guys some space and they will make you look good; these boys don't know how to fail. – WO2 Griggs"

### Vehicle Workshop – CPL Walsh

What a year 2011 has been so far for Vehicle Workshops, seeing more people come and go than a "soup kitchen" in the back of Red Toyota Prius. At the end of 2010 we welcomed in CFN Tim "Justin Bieber" O'Callaghan, CFN Graeme "Horatio" Horner and CFN Stuart "Skadoosh!" Clifford. We also lost LCPL Chris Wright and LCPL David "Shepard" Shepherd to other units, and LCPL Peter Hardy to the mines, thinking that we finally lost our token ginger, we got two back instead! The start of this year we gained CPL Dean "Blue" McLoughlin, but lost 3 more blokes to the corporate world, these being CPL Joe "the louder I yell, the more right I am" Korovulavula, CPL Matt "drinks his bourbon like a cup of tea" Evison and CFN Ben "Hero" Haslam.

Our Carry over champions consisted of WO2 Justin Griggs taking the reins as ASM yet again, SGT Paul "Dusty" Miller, CPL Adam Walsh, CFN Daniel "biscuit artist" Gill, CFN Mark "Event Organiser Extraordinaire" Faranda and our local civy mechanic Mr Nick "notso" Smart. The year began with some interesting IMT's, based upon a COD Black Ops style training regime, minus any common sense or benefit, although Blue dished out some atomic wedgies onto the cloud punchers playing enemy. Whilst sitting on the sidelines watching every other Tom, Dick and Harry get trips, we are still gearing up for all the last minute tasks that roll down hill and supporting 110 Bty, trying to make the most out of maintaining old and tired vehicles with the supply of critical parts dwindling. With mole hills being converted into mountains at an all time high and the drama to match, it's surprising that a television mini series is not in production based on our exploits. It would be similar to "Sea Patrol" crossed with "Tron Legacy", set in a MILIS program.

### EIR (The Lone Boffin) – CPL Friedewald

Wind whistles through the workshop hanger doors, a couple of tumble weeds roll through, there is a scene of a deserted EIR workshop. Out he strolls, from his cool air conditioned office. CPL Friedewald is "The Lone Boffin". With SGT Banks and CPL Franklin deployed to the MEAO, CPL (BDR?) Smart in America on CRAM training with the gunny's, CFN Hatcher away on courses and leave,

CFN Wood posted out last year and not replaced, and CFN Krakuljac discharged last year, EIR has become a ghost workshop. What does it matter you say? Boffins don't do any work anyway. Well that's true when we run in packs, but on our lonesome there is a bucket load of work to be done. I even got my hands dirty!

With a couple of ring ins from 1 CSST coming in for a week here and there and a new ART ELEC, WO2 Grieve, that has been in the thick of it too, the backlog of work has managed not to blow out to much. There was only one Ex in the first quarter, an LFX for the gunny's, which was pretty cruisey, apart from all the equipment that suddenly needed to be inspected in the week before the Ex, surprise, surprise! There is hope though, Smarty is back, and we have SCA transferred a couple of Boffins from JLU (V) to help out and there is rumour of a new boffin posting in before the end of the year. Focus is now on gearing up for Talisman Sabre in July.

### Recovery – CPL Hann

2011 started off well for recovery with CPL Darren "Daz" Hann and CFN Paul "Bails" Bayly coming up with new ways of keeping busy, and organising the workload (ways to get out of work). This lasted all of a week with all the last minute tasks and bush trips for the gunners, and drivers courses and the usual stuff that Recovery gets tasked with. Bails decided its time to take a break from the green machine, and transferred to the weekend warriors. Resulting in CPL "Daz" Hann becoming a one man wrecking crew with his beloved HRV.

### GE Section – CPL MacMillan

The year started well with SGT Martin and CPL Macmillan heading off mid January to Port Augusta to weld up the first of many Main Battle Tanks (Leopard) to be placed at various RSL'S across South Australia (S.A). So far there are tanks at Port Augusta, McLaren Vale, Echunga, Two Wells, Marion and MT Gambier. By the end of the Leopard project there will be about 12 tanks in S.A.

January was a good month. February went down hill when we found out that it was time to get ready for EX MURRY CONTACT, time for IMT'S. Working 18 Hrs a day with 4 Hrs sleep a night if you were lucky, really made for a long week.

On returning from Exercise CFN Mahoney found himself on a Combat Fitness Leader Course, this news lifted the spirits of all GE members.

General Engineering Section is going to get some improvements this year, a new office, a new brew room, some new heaters, and hopefully the roof will stop leaking when it rains. For any one who has been posted here you will know what I mean. We are on top of the list for South Australia, just behind Edinburgh, the Air Defenders, the Q Store, the PTI and the refugees who have moved in next door. SGT Martin has elected to discharge at the end of June and he will be missed by all members of CSS. SGT Martin is transferring to the reserves so we might see him around from time to time.

### RPS – CPL Lawson

Gday from your RAAOC brethren here at 16 AD REGT RPS. To say that 2011 has started off busy would be the understatement of the century. With MILIS and its sporadic performance it has been an interesting start to the year. The RPS; however, has taken this new years challenges with gusto. Carrying on from last year we have WO2 Andy Massard leading the charge as our WOCON, the Regiments Hazardous chemicals coordinator, Battery Discipline Officer and the fallback WO2 for any Regiment plan that goes south.



We farewelled CPL Jess Mazurek who accepted a posting to 9 CSSB. After 20 years in the Army, I thought I knew everything that I needed to know, however, Jess came into the RPS with an enthusiasm rarely seen and taught an old dog like me a few tricks of the trade. Thanks Jess. Staying with us for another year is CPL Jake Pay who last year took over the reigns as WHS CPL and has enjoyed both the headaches and enjoyment this role brings. We have just welcomed the arrival of PTE Brett 'H' Horton who has entered the RPS as our resident 'oldie'. Brett had a bit of a holiday from the Army and has rejoined just this year at the ripe old age of 44! Welcome Brett, to the best corps in the Army. Alas, myself, CPL Karl 'Henry' Lawson, have come to the end of my career in the Army and I will be a stinking civilian come September. My 21 years in ordnance have given me many memories and opportunities that would not be possible anywhere else – Sua Tela Tonanti.



# Norforce TST

## CPL Thomson

The year began the same as any other. People got posted out and people got posted in. WO2 Jason Rodwell been posted to MAS NT, SGT Jon Chugg (Chuggy) was posted to 9 FSB, CPL Jarrod Layton (Layto) was posted to SOLS, CFN Brian (I know boats) Pinches has become a dirty civvie.

Posted in we have WO2 AI (All Aussie Adventures) Stephenson, SGT Col (Smarty) Smart, CPL Steve (Telstra Shares) Thomson, CPL Phillip (Super Shaw) Shaw, LCPL Andrew (I am the Welder) Weldon, CFN Jeremy (I'm not an OJT) Worth.

Then there are those who remained to make it look like that this establishment actually did some work. These include CPL Tony (I'm on leave) Rann, CFN Ty (I hate c.....s) Ashton, CFN Tanya (That's my Cruiser) Mastroieni.

Induction was an eye opener for a lot of newcomers as the majority of the ARA within the unit is Infantry, and it is centred round the reservists and Aboriginal culture.

One quote worth mentioning from induction was the rate of fire from a Steyr "is big mobs bullets"

The year started with the usual whirlwind from a new ASM with everything having to be changed and fixed, keeping everybody trying to figure out what was next. After this settled slightly FRT's begun. Late February was the first drive to Centre Squadron down in Alice Springs. The boys took to the spanners and finished all tasks that were required of them. This allowed some down time to catch up with the locals.

The second FRT had the boys travelling to Kimberley Squadron. Thanks to the little cyclone the boys had to stay in Kununurra Depot. All the movies were watched and all games were exhausted whilst they weathered the storm. The Hoochery Distillery was frequented and counter meals from the local were the call of the day as they were the only available sources of sustenance due to road closures.



After many decisions from our illustrious leaders, Smarty and OJT returned via cruiser through the weather beaten roads. While Ty and Brian continued there journey on to Broome to fix the shortfalls with the limited parts they could take via plane.

On return from Broome it was found that Brian was to be at fault for letting operators use their equipment and make two outboards catch on fire without even pulling the cowling off. A big please explain.....

After sending one of our RAEME reservists over to Broome and a thorough investigation to see what the main capability problem was, it was found that it was the operators to blame and like usual they were trying to blame the Blackhanders for doing our job.

Since then the year has almost come to a stand still as most FRT's haven't been able to go anywhere due to road closures due to severe flooding.

The ASM is chomping at the bit to get out there and do his first FRT this year. As he knows dozers and 4WD's but not boats.



# Army School of Electrical and Mechanical Engineering

## HQ ASEME

It has been a busy first half of the year within the Army School of Electrical and Mechanical Engineering (ASEME). The end of January saw nearly 600 ITT trainees return to North Bandiana and Latchford Barracks to continue their trade training and nearly 200 trainees at the OJT locations. In addition, a large contingent of new staff joined the ASEME team to continue the outstanding work produced from last year's staff. Thus far, 2011 has seen the implementation of the new Scientific Management Agency (SMA) contract which supplements the military instructor effort at ASEME and allows for quality training for our soldier-tradesmen. The new contract has provided the School with an increased capacity to train Army and RAAF technical tradesman.

The Operations Cell within ASEME HQ has had to increase their tempo in 2011. They have had to fight the never ending battle of "square peg, round hole" when continually developing the training program, making both military and trade training fit. Under CAPT Nigel Bellette, the cell has gained WO2 Brook Buchan, WO2 Tim McDougall and SGT Jason Turk to the team. From the discipline side of the house, Adjutant CAPT Matthew Wood and RSM WO1 Jason Ballard have continued to enforce standards across ASEME and provide support to the CO, LTCOL Todd Ashurst.

## VEHICLE TECHNOLOGY WING (VTW)

The Champion Wing of ASEME kicked off the new trade year of 2011 in style by welcoming all new members to the fray that is training VMs. VTWs fearless leader, MAJ Ben Harington, made his expectations known early and, with the help of the ASM, WO1 'Z' Aitken, and the WSM, WO2 'charge that man' Brown, has managed to get the staff to maintain the rage through the first half of the year. Our new 2IC, FLTLT Katrina Forostenko, has received a baptism by fire in her new Army position, dealing with the worst array of admin that the VMs could muster from day one. At the platoon staff level, VTW welcomed new RMC graduate, LT Al McLean, who originally wanted to be a fitter and instead is now looking after trainees only one wing away (thanks DFR). Mechanical engineering SSO, LT Mark Lorenzo, who completed his KFS course at the college of knowledge in May, originally arrived from Adelaide and has picked up the finer points of being an officer quickly. Keeping the new guys in check, LT 'old man' O'Callaghan provided continuity within the platoon area as well as grandfatherly support and advice for the new young bucks.

The wing welcomed SGT Adrian Battaglia to the ranks of SGT Matt Dowd, SGT Dan Foyel and CPL Carol Leer as platoon sergeants. SGT Paul Crosby stepped into the breach as Wing OPSWO when the much admired FSGT Terry Cooney decided to take an even less regimental approach to life by discharging in March. Flight, you'll be missed. Also worthy of note is CPL 'I love infringements' Vaccaro who can usually be found wandering around the wing, giggling about cautioning some unsuspecting trainee. When they are not causing problems for staff or just doing stupid things, the trainees are generally cracking on with their trade.

Sport in 2011 has started with VTW smashing the other wings in the ASEME swimming carnival in March with our one man swimming team, CFN Corey Polkinghorne, winning best male competitor on the day. While the spirit and intensity of this victory was repeated during the inter-Wing sports carnival, unfortunately the other wings found their rhythm and managed to win some of the six sports being played. LT O'Callaghan and the WSM were kept busy during March

and April, preparing and delivering the new Basic Soldier Skills One military training package. This gave LT O'Callaghan a rare opportunity to relive his war-dog days, often being seen rolling around the training areas in a gold Ford station wagon sporting full face cam cream (including behind the ears).

## ARMAMENT CONSTRUCTION WING

(ACW) Armament Construction Wing (ACW) welcomed the New Year with a large changing of the guard in HQ. MAJ Ibbott (RAE) has taken post as OC for what seems to be a long year ahead. LT Hamilton will be assisting for the year as Wing 2IC, while WO2 Sewell takes the position as WSM.

Construction Trade Training Construction Platoon typically starts a plumbing and carpentry course each 6 months, with each course having a standard manning of 12 pers. RAAF personnel usually make up 3-4 positions in each course. Many of the overall graduates are in service transfers with prior Army/RAAF experience. The carpentry training at ASEME lasts for eighteen months and includes all the standard civilian TAFE modules for carpentry, along with tiling, plastering, painting and concreting. These extra competencies are required as they're skills not held by other tradesman. The trainees leave ASEME to complete On-The-Job (OJT) training at SME in Sydney. There, the carpenter graduates will complete 18-24 months of OJT onsite works with civilian builders/contractors. The plumbing training at ASEME lasts for 21 months of training followed by 18-24 months of OJT at SME. Each plumber will complete their Journeyman's exam whilst at ASEME which progresses them through the majority of the competencies towards a Plumbing License.

Fitter Armament Trade Training ACW is proud to be continually developing and delivering the Fitter Armourers course within ASEME. This year has seen the successful continuation of the Blended Learning amalgamation. The Blended Learning approach has allowed members to progress both in the traditional 'lock step' as well as 'self paced' learning methods to set an own-pace approach to training. With the introduction of new cutting edge technology, such as the Simulation Welding machines, the course has never been more successful. As with all sizeable changes to a training continuum, it takes a period of time before results can be truly recognised. It is clear to see now that Blended Learning at ASEME has allowed members to be introduced into the trade development and learning aspect of the Army with a greater ability to excel ahead thus bringing forward their graduation date.

Metalsmith Trade Training For those of the Corps that are not aware ECN 235 Metalsmiths are currently drawn from a number of civilian trades, those being; Sheet Metal Worker, Boiler Maker, Coach and Body Builder, Structural Fabricator and Panel Beater. The Metalsmith Conversion Course, which runs at ASEME for a period of 12 weeks aims to provide students the skills that offset their RCC/RPL qualifications, for example a panel beater is instructed on weld techniques and a boiler maker completes sheet metal fabrication techniques and so on. ASEME also provides new skills such composite materials for the repair of plastic and fibreglass components. Heading up this merry band of Metalsmiths is WO2 Connolly with the assistance of SGT McAleese and SGT Perry.

## ELECTRICAL AND ELECTRONICS SYSTEMS WING (EESW)

After a long and rejuvenating break, the staff and trainees of the Electrical and Electronic Systems Wing (EESW) returned with high prospects for the 2011 training year. This was supplemented with



a command team change with a new Officer Commanding MAJ Brendan Robinson, 2IC CAPT Graeme Davidson, three new able Platoon Commanders and a feared and revered (by trainees) WSM, WO2 Jason Sofield. Two new ASMs complete the reshuffle with WO1 Sean Collins as ASM Electrical and WO2 Gary Simmons as ASM Electronics. Along with the arrival of new platoon SGTs and instructors the year appeared to be quickly shaping to involve wing social functions, sports and change accompanied by hard work.

The new ASEME military training was rolled out early this year with the EESW trainees dragged from the comfort of XBOX, PS3 and high tech computers. On the first night in the field, trainees were captured and even had boots taken from them to reinforce the need to vigilantly man pickets and watch out for your mates. The sense of seriousness of the exercise was quickly felt by trainees during some highly effective corrective training administered by the EESW 2IC. Moral was kept high by quotes such as “you push the pull-though though the barrel right?” by some of the more “gifted” trainees. All being equal, the first week was far from dull with most looking forward to the adventure of more military training. With that expectation, the WSM planned and executed a first-rate range weekend in May at the home of the soldier (and now a mouse plague...), Kapooka. Boffin trainee, SPR Calvert, took out best shot and also best one-liner with his advice to fellow trainees that ‘real men squat’!

On the sporting front, EESW had a disappointing start to the season, with its swim team taking out second place in a closely contested swimming carnival. However, redemption for EESW was particularly sweet in the first round of the ASEME minor premiership with EESW taking out the first round comfortably. Rightfully so; it appears EESW is the pre-eminent contender for the champion wing within ASEME which is seen not only in its sporting prowess but also in its superior discipline administration, soldier/tradesmen and morale.

So far a good start to what will be a defining year for EESW.

CAREERS AND ADVANCED TRAINING WING (CATW)

The start of 2011 saw Careers and Advanced Training Wing kindly invited back to join the ITT wings in another round of soldier-craftsmen making. As the wing which conducts all of the ground army’s maintenance and recovery courses from Artificer’s to Support Weapons – over 130 in total each year – some would say that they keep the corps’ fighting edge razor sharp. Well, you’re right – it is them saying that – but that doesn’t make it any less true.

Steadily developing their empire over time, CATW HQ and Career Training Group (CTG) maintain the presence at Latchford Barracks, while Specialist Equipment Training Group (SETG) reside at North Bandiana so that the whine of the A vehicle engines can partially mask the whine of the EESW trainees.

The most consistently busy members of the Career Training Group are the Common Induction Training (CIT) team, responsible for capturing all RAEME and RAAF tradesmen entering ASEME and giving them the foundation skills to move into their ITT wings to really focus on trade skills, mil skills, and the other ‘after hours activities’ that trainee craftsmen are fond of.

Hunched over their laptops upstairs are the panicked students of the Subject 4 suite of courses, listening intently to their devoted staff that are capable of distilling their experience and technical knowledge into gems of pure wisdom. This year has seen another 8 Artificers qualified, along with another 30 CFN and CPLs on their way to the culminating achievement.

Specialist Equipment Training Group contains the Subject Matter Experts for the six areas of maintenance conducted by ground RAEME: small arms, armaments, recovery, vehicle, elec systems, and welding. Building 100, the koala park, and the recovery yard at North Bandiana never cease to be a hive of activity as the dedicated staff continue to make the craftsmen of the land army more and more useful. The latest update to the SETG fleet will be the coming arrival of the M777 for the Introduction Into Service (IIS) maintainer training.

**“CRUNCHING THE NUMBERS”**

(ASEME breakdown as at 30 May 2011)

Military Staff.....	125
APS Staff .....	15
ITT trainees .....	580
Career Course Students.....	27
Specialist Equipment Course Students.....	53
On the Job Training Trainees.....	182
Scientific Management Associates Staff .....	130
Total.....	1112 pers

**This makes ASEME the largest unit within Defence commanded by a LTCOL!**





# RAEME Aircraft Maintenance Schools

The RAEME Aircraft Maintenance Schools, the second of the RAEME Corps schools, is located at Oakey, about 30 min west of Toowoomba, QLD. RAMS schedules a suite of 48 courses which span various levels of training, everything from ITT, advance trade against specific aircraft types and subject four courses. RAMS conducts training packages from two days to two years in duration with an OJT component that is essentially self paced in 1, 5 or 6 Aviation Regiments. Instructors within RAMS are military, APS, and civilian contractors (BOEING, KBR and CAE) across Aircraft, Avionics, Structural Repair and Life Support trades.

As technology naturally forces its way into everyone's lives, the same can be said about the Army Aviation capability. With the introduction of Armed Reconnaissance Helicopter (ARH) and Multi Role Helicopter (MRH90) the level of understanding for aviation technology and training techniques has also forced a large impost on staff to enhance their own skills and understanding to deliver and maintain a level of excellence in training delivery.

In support of Army Combat Aviators, be it on the ground or in the air, RAMS continues to develop the tools and skill sets to provide exceptional training to all clients both military and civilian. RAMS is shaping training whilst maintaining capability through the introduction of new technology and equipment.



During 2010 / 2011 a number of RAMS unit members get recognized for their efforts and performance of duty. The awards were varied and show that morel and enthusiasm is still rampaging within RAMS despite staffing shortages and heavy workloads. The appreciation of everyone striving for the best effort is sometime hard to recognise but the following members have been recognised:

CPL Troy Maskell – Australia Day Medallion; CPL Brendan Hair – Commander Forces Command Silver Commendation; CPL Scott Kerr – Soldiers Medallion; and Mr John Dack – FORCOMD Bronze Commendation.

2010 saw the first running of the RAMS Trade of Origin competition. Trade of Origin is an inter trade (Aircraft vs Avionics) to build esprit de corps among all ranks within RAMS through various sporting games, physical and leadership challenges in a social atmosphere. The major event is an engineering challenge that sees each team having to construct a device to meet set objectives to set criteria. 2010 was target shooting with a catapult and saw the Boffins outwit the Backhanders brawn. 2011 will see teams build a flotation device to support 5 people and compete in a pool race.

As you can imagine the rivalry between the black and green trades is always a recipe for humour. Odds on, olds and bolds along with a fierce rivalry will provide days full of rib tickling humour for all bystanders and hecklers. The Avionics team were the deserved winners of the 2010 competition and thus hold the bragging rights as the superior trade for 2011.



2010/2011 saw RAMS participate in the Oakey RSL dawn service and Citizens March. This activity has been lost for a number of years since 1 Aviation Regiment moved to Darwin and the Aviation Support Group Workshops was disbanded taking away a large portion of the military presence at Oakey. RAMS now administers 90% of all junior ranks in the Oakey military area and as a consequence had the honour to adopt the task to reinvigorate the military presence.





# School of Armour

## CPL R.S. Savage

Hi blokes, in case people have forgotten there are still RAEME elements still in sunny Puckapunyal slaving away keeping the place afloat for the most part. We're not an overly big presence here at the School of Armour but the Recovery Section, Maintenance Advisor and his assistant are none the less an integral part of this ever growing training establishment and the surrounding area to which we support.

The middle of 2010 started with an influx of tasks in Recovery. SGT Wynd who took over from SGT Stephen "Random" Brouff was a busy man dealing with admin, keeping the section above water and giving lessons. CPL Fry decided that sand blasting was his calling and the posting in of CFN Mills, CFN Adam "She'll be Right" Duniam and CFN Walters (end of 2010) made the section semi complete.

Myself and CFN Hucker still remain to provide the others with extensive, insightful and colourful knowledge of the world in which the Puckapunyal logistic system revolves. Which, if you have been posted here before you can appreciate that it can be somewhat challenging to learn.

The section ran relatively smoothly during 2010 considering the amount of the work the guys have been getting and also the courses that they had to completed. To give a rough figure, for 2009 the Section had 213 jobs not including courses and demonstrations. The start of 2010 to the end of 2010 that figure climbed to 271 jobs and there were little complaints from the guys who loved the work.

In addition to the Recovery Section is Fleet Management which comprises WO1 William, CPL Holmes and two civilian workaholics who are worth there weight in gold as far as technical knowledge and MILIS is concerned.

The Maintenance Advisor does his usual with providing the unit with technical knowledge and to come down to take the Mickey out of us before disappearing to his office, lolly in one hand and sometimes brew in the other. To finish off, the Recovery Section and Fleet Management had a successful year, thanks to the contributions of all members and their families, who without the support and understanding could not have made 2010 a great year.

The section welcomed the new arrival of CPL Currey 2011 and lost a valuable member of the team CFN Hucker in April 2011. On behalf of the RAEME contingent here at the School of Armour stay safe, 2011 is shaping up to be a great year so don't be afraid to come in for a chat and a brew.

**Recovery Section 2010/2011** – SGT Wynd; CPL Currey; CPL Fry; CPL Savage; CFN Duniam; CFN Walters; CFN Hucker; CFN Mills; CFN King

**Fleet Management 2010** – WO1 Williams; CPL Holmes; Mr M. Postill; Mr S. Boyd





# Townsville OJT's walk for a cure

This year, OJT Cell – Townsville registered a team “The OJayTee’s” for a community event – Relay for Life on 14-15 May 2011. It was organised by the QLD Cancer Council IOT raise funds for cancer survivors, remembering loved ones and to fundraise to help fight cancer.

The OJayTee’s consisted of participants: SGT Gayle “Minnie Mouse” Walkom, CFN Rob “Zumba Guru” Caddy; CFN Marcus “Jack Sparrow” Moore, CFN Cameron “I can’t find my peas” Nayler, CFN Jason “Give this man some CPR” Arnold, CFN Rhys “this lap I’ll get her phone number” Jackson, CFN Jake “Sleeping is cheating” McDermott, CFN Trent “Shares a sleeping bag with anyone” Neindorf, CFN Aaron “I didn’t make him spew” Pates, CFN Danny “Trivia Whiz” Saunders, CFN Raymond “Twiddle Dee” Wilson, CFN David “Oh Wise One” Stirling, CFN Isaac “Squid Head” Trueman, CFN Michael “joined at the hip” Vaughan and CFN Jayce “Barnacle Bill” Westerlo.

We ran/crawled/walked around a sports track for 18 hours as part of a relay before handing over a team “baton” to the next member. The more laps run, the more money raised depending on sponsorship from friends, family, colleagues...and hopefully the Corps Fund (hint hint).

For many of the OJT’s who participated in the event this was indeed their first relay for life (some had never heard of it) and could not have asked for more perfect weather (the reason why so many of us want to remain posted in Townsville !!). The event started at 1500hrs with a walk a round the track from cancer survivors and carers, all participants were then asked to join in on the track for the opening laps of which was to be a very long walk. The relay had the most number of participants within Queensland and with the theme of the event being Disney it gave the people a chance to use their imagination and get dressed up, Pirates of the Caribbean was the main theme that came out of the OJT camp with couple of the other boys choosing other Disney movies.

The night was long (and surprisingly quite chilly) but with everyone in the OJT camp taking half hour shifts walking around the track time it wasn’t too bad. A couple of boys (and gal) picked up the pace and deciding to run. There was live music all night creating an enjoyable and relaxing atmosphere allowing everyone to wind down. There was a tribute held not long after the sun went down, all lights were turned off and candles were lit in the “hope” bags that had been placed around the track for those that had been lost and are still fighting cancer. A lone Bagpiper played Amazing Grace - it was a very somber moment in the night with thoughts of loved ones in the minds of the people participating.

We know us RAEME folk are good but we had to admit defeat when it came to trivia. A Disney trivia quiz was held in the early hours in the morning. Even by cheating (Danny and Raymond) on google on their mobile phones, we couldn’t even win. Who the heck knows what names Prince Eric calls the Little Mermaid when he’s trying to guess her name? Even the OJT’s with kids were finding it challenging (more movie watching in own time go on !!!).

Quite a few people took advantage of the gold coin donation massages that went all night by Masseurs in training. We would have paid \$50 for them, but hey who’s to complain.

As the sun rose on the Sunday morning there were a lot of weary faces from those that had not been to bed yet still making pace around the track. To the public’s amusement, whilst asleep, a few of the boys put CFN Arnold out on the running track for all to see.



L to R (back row): CFN’s Nayler, Pates, Saunders, Moore, Westerlo, Neindorf, Wilson. L to R (front row): Vaughan, Trueman, Jackson, SGT Walkom, CFN Arnold. MIA: CFN’s McDermott, Caddy, Stirling

Obviously the local’s were concerned of his ‘alive or dead’ status and called the officials in to investigate. The words of the official, were and we quote “shit mate I thought you were dead.” Poor CFN Arnold didn’t think it was funny as he’d only gotten to asleep (after staying awake all night).

The OJT camp was quiet with most participants getting only a couple hrs sleep through the night. With only a couple hours left for the event everyone powered on walking around the track most taking advantage of the free bacon and egg breakfast that was put on by the organisers. By the end of the event everyone from the OJT camp had put in a really good effort walking just under 600 laps walking approximately 240km in the 18hrs. We raised \$603.10 (most of it being small change at the brew truck at 3CSSB!!) in total. To all that donated, thankyou for your support and we hope to do it again next year.



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