

CRAFTSMAN

The Corps of Royal Australian Electrical and Mechanical Engineers

ISSUE NO. 59 SUMMER 2007





RAEME CRAFTSMAN

The Corps of Royal Australian Electrical and Mechanical Engineers

ISSUE NO. 59, SUMMER 2007

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DEPUTY HEAD OF CORPS MESSAGE

LTCOL Nick Stanton

Well, it is almost ENDEX for 2007 and we as a Corps and Army are still going at warp-factor five. Many members of our Corps are on OPS at the moment, while others have either recently returned or are starting to ramp-up to deploy in early 2008.

Concurrently, the burden of maintaining the equipment back in Australia is growing increasingly heavier for the remainder of the Corps who are not on OPS. While it may be small comfort to those who are feeling the pinch, from my travels this year I can safely say that there is a widespread feeling of pride and respect for the Corps of the Royal Australian Electrical and Mechanical Engineers across today's Army.

Operations and Exercises alike have been, and continue to be conducted through the effective provision of maintenance support by members of our Corps to Army. I do not believe that a single Army capability has gone offline due to a lack of maintenance support.

This is a terrific outcome and indicates that we have collectively achieved our Corps mission in 2007, as well as continuing with that mission every day.

In support of that assertion I would like to congratulate the inaugural winners of the Brigadier McGahey Golden Spanner Award for Unit Maintenance Excellence, the 2nd Combat Engineer Regiment. Although the RAEME Workshop plays a significant part in the winning of the award, it is the collective maintenance effort by ALL unit personnel – which includes operator maintenance – which decides the trophy. Well done.

I would also like to congratulate the national Craftsman of the Year (ARA) – LCPL Brain (10 FSB), and the national Craftsman of the Year (Reserve) – CFN Fenton (9 CSSB). Being involved in the selection process, and considering the substantial number of good-quality nominations received

this year, it is terrific to see that the quality and individual achievements of our Crafties remains high.

From the Head of Corps cell perspective, in 2007 we have seen the departure of our Corps Warrant Officer WO1 Steve Luke on Operations and the spanner passed to WO1 Mark McLean at very short notice. To both of them, and on behalf of the Corps, I very much thank them for their efforts in looking after the technical side of the Corps.

You may not be aware, but since January 2006 the regimental issues for our Corps had been looked after by the outgoing RSM of ASEME, WO1 Andrew Roberts. WO1 Roberts did an outstanding job looking after RAEME's regimental interests which is a significant achievement considering that he is RAAOC, and consequently had the responsibility of being the RSM of their Corps. To WO1 Roberts I wish to pass on my personal, as well of the collective thanks of the Corps.

I also extend a warm welcome to our new Corps RSM, WO1 Marty Burgess, lately from 10 FSB and now at ASEME. I know that the regimental side of the Corps remains in good hands.

In closing there is no doubt that it has been one hell of a year and 2008 is shaping up to be even faster. However we need to keep in mind that our mission has remained unchanged for the past 65 years, and that as a Corps we are doing remarkable achievements around the globe on a daily basis. We do this because it is who we are, and there is no-one else better qualified or trusted to do it.

Arte et Marte



SO2 CORPS REPORT

Major John Haley

2007 is ending as it began with members of the Corps spread across the globe and country, keeping the crocodiles at bay while doing an extremely professional job maintaining the Army's capabilities.

The 2007 Corps Seminar was conducted on October 18-19 at ALTC. The theme for this year was Posturing RAEME for the Enhanced Land Force, with an emphasis on "retention through development".

Almost 200 personnel represented the Corps and provided valuable input into issues facing officers and soldiers. A comprehensive action item list was developed from seminar discussions.

The list provides guidance for the HOC team to move forward to investigate possible solutions to assist retention, and make the Corps stronger for the future.

The pre-appointment seminar for maintenance managers was again delivered in the three days preceding the Corps seminar. The seminar was well received by the participants and will continue to be improved for next year.

In conjunction with DTR-A we are looking at ways to extend

the pre-appointment seminar to the wider Corps in future.

Congratulations to all Corps award recipients, and I can say that it is always extremely difficult to separate nominees for these awards which confirms the quality of the officers and soldiers representing the Corps across all functional commands.

For those commanders who nominated their soldiers, thank you and I ask that all commanders check Corps Instructions relating to awards and fulfil their obligations at the required times. Corps Instructions are posted on the Corps website.

I would like to take this opportunity to welcome WO1 Marty Burgess to the position of Corps RSM and thank WO1 Mark McLean for his contribution to Corps matters.

It is also pleasing to see that sharing a FRT with me many years ago has not permanently scarred Marty!

Arte et Marte

RAEME CORPS SEMINAR 2008



DATES:

16 – 17 October 2008

LOCATION:

Gaza Ridge Barracks, Bandiana, Vic
All ranks BBQ 16 Oct 08

OFFICER CORPS REGIMENTAL DINNER 16 OCT 08

WOSNCO CORPS REGIMENTAL DINNER 17 OCT 08

SO2 HERITAGE

COLONEL'S COMMANDANT

2007 has seen a changeover in a number of Colonel Commandant appointments.

Representative Colonel Commandant COL Graham Smith is standing down after having been appointed in 2004. Prior to taking the Representative Colonel Commandant appointment COL Smith was the Colonel Commandant Vic/Tas region.

COL Smith has provided valuable support and stewardship to the corps during his tenure in his regional and national appointments. BRIG George Yacoub, Colonel Commandant NSW Region, has been appointed as the new Representative Colonel Commandant.

Colonel Commandant Vic/Tas COL Terry Beaton is standing down from Colonel Commandant Vic/Tas region. COL Beaton was appointed in 2004 and took on the role of Corps historian.

COL Beaton has been extremely active in both of his areas of responsibility. As the Corps historian he has significantly contributed to the RAEME display at the Army Museum Bandiana, and his historical presentations at the annual Corps dinner – as well as at other regional dinners – have been both informative and entertaining. In his regional Col Comdt role his enthusiasm and commitment was welcomed by the association, GRes and full-time members.

Colonel Commandant Western Region COL Mark Mackenzie is standing down after having been appointed in 2004. COL Mackenzie has been an excellent ambassador for the Corps. He has continually taken time from a demanding professional schedule to represent RAEME soldiers from the West, facilitate the regional awards submissions and attend Corps seminars and committee meetings.

RAEME COLONEL COMMANDANT APPOINTMENTS 2007

- Representative Colonel Commandant
- BRIG George Yacoub
- Colonel Commandant Queensland Region
- COL Bryce Titcume
- Colonel Commandant Central Region
- COL Greg Rosser

CORPS SUBSCRIPTIONS

It is great to see new members contributing to Corps subscriptions and receiving their St Eligius Corps Medallion.

Twice a year we conduct a Medallion Number Raffle Draw, usually timed to coincide with the publication of the Craftsman magazine.

The mid-year draw did not occur and we have done a double draw for this edition. Results are included.

I would like to acknowledge the donations to Corps funds from the RAEME Association of Queensland and the AEME/RAEME Association of South Australia Inc.

They are significant gestures from associations which have limited capacity to generate funds.

Similarly, earlier this year the RAEME Association of NSW sent care packages to RAEME soldiers serving overseas on operations. More on this in the following pages.

One of the key activities supported by Corps funds is the Annual Corps Awards presented each year. Each recipient receives a certificate from the HOC and a gold-framed Award version of the Prince Philip Banner Miniature.

2007 award recipients were announced at the Corps seminar in October. The quality of the nominations was very high and all award recipients, and those nominated, are to be congratulated. Award recipients are detailed in this edition.

The Corps seminar presented a great opportunity for a number of recipients to receive awards. In particular the ARA and GRes National Craftsmen of the Year recipients who were brought to the seminar to be presented with their awards.

PRINCE PHILIP BANNER MINIATURES

The sale of the second release of the RAEME Prince Philip Banner Miniature continues to go well.

At the current rate the limited release will sell-out over three to six months. Once existing stocks are extinguished no more will be made so if you would like to own one, don't leave it too long.

Arte Et Marte

MAJ Graham Anderson, SO2 Heritage

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CORPS MEDALLION NUMBER DRAW



This edition there is a double draw to include the previous Craftsman period.

THE WINNING NUMBERS ARE:

- #142 - WO2 David Fedorniak, HQ 3 BDE, and
- #259 - CFN Rebecca Lincoln, 101 Fd Wksp, 1CSSB

CORPS FUNDS

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

The purpose and conduct of the fund is outlined in Corps Instructions. A couple of the notable events made possible by the fund are the publication of *Craftsman of the Australian Army – the Story of RAEME*, and the construction of the Craftsman Memorial Statue and surrounding memorial park at Gaza Ridge Barracks, South Bandiana.

Corps funds also made a significant contribution to the establishment of the RAEME display at the Army Museum Bandiana.

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

The Corps Fund continues to provide a valuable resource to the Corps. For example the fund expends more than \$4000 each year on prizes for the Annual Corps Awards.

In 2005 the Corps relaunched the opportunity for voluntary Corps subscriptions. A Corps Medallion was designed and minted based on the St Eligius Coin, and is provided to all

subscribers in recognition of their ongoing contributions.

Although the takeup of subscriptions has been slow the Corps now has 426 subscribers. Through the combination of subscriptions, sales of Corps Port, sales of Banner miniatures and interest received, the fund can adequately provide award prizes and has funds available for use without significantly eroding the capital base.

Financial situation as at 30 June 2007:

Funds invested	-	\$ 138,464
Operating account	-	\$ 54,784
Expenditure for FY 2006-07	-	\$ 51,672
Income for FY 2006-07	-	\$ 52,238

Other activities supported by the fund in the last FY include:

- Upfront funds for Corps Port repaid in full
- Advance for NT RAEME birthday activities repaid in full
- Advance to Bandiana Spanner Club (to be repaid)
- Tributes to deceased serving members
- Banner Guard Lunch subsidy for Syd' ANZAC Day march
- Misc' expenses, engraving, property insurance etc.

If you have any suggestions as to where you would like Corps funds used, please submit them to the HOC cell here at Bandiana.

AEME RAEME ASSOCIATIONS AND KINDRED ORGANISATIONS

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2/1st Aust Fd Wksp AEME Association
C/- 10 Archer Pl, Mill Park, Vic 3082

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C/- 70 Clarendon St, West Coburg, Vic 3058
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Attention: Mr John Curtis

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REME Association, Regimental Headquarters REME
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Aborfield, Reading,
RG29NJ UK
Attention: Capt G.M. Anderson RL



CORPS RSM

All – firstly hi, and allow me to introduce myself. I am Warrant Officer Class 1 Martin Burgess. I was appointed Regimental Sergeant Major of the Army School of Electrical and Mechanical Engineers on 22 October 2007, and am honoured to hold the extra Regimental position of Corps RSM of RAEME.

I joined the Army on 7 Jan 1985 as a 40th Class Apprentice Vehicle Mechanic. Over the past 22 years I have travelled around the country employed in both Trade and Regimental positions.

I would like to thank both WO1 Steve Luke and WO1 Mark McLean who have filled the position of Corps Warrant Officer this year. They have done an outstanding job ensuring the representations you have made to the HOC cells have been heard, and that the Corps has continued to move forward in these ever-changing times. The time and effort that they have put in is a credit to them both.

We as a Corps need to be on the front foot in regard to selling ourselves to the wider Army community. This I know is being done daily in our workshops both in Australia and overseas, as the tempo of operations sees little respite for both man and machine.

Our greatest asset in selling the Corps to soldiers who are looking for a change in career is us. The pride that we

have in flying the Tricolour at the front of the workshop (see Corps Instruction 03), the Spanner clubs that are held regularly throughout the bdes, to the recognition of soldiers and officers through awards presented annually, shows that we care about who we are. With manning shortfalls affecting us all we still turn out the best possible solution to a problem, and it is these attributes that make the Corps so sort after.

If you have an enquiry about how to transfer, I ask that you take the time and explain all that you know because you are the best recruiters that we have.

In closing I am deeply honoured and happy to be filling this position, and hope to be able to catch up with as many of you as possible as I accompany the Deputy HOC on his visits around the country. If you have a question or a point of view that you want to put across, don't hesitate in having a chat.

Arte et Marte

Warrant Officer Class One Marty Burgess – Corps RSM
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VALE

CORPORAL WILLIAM ARTHUR SINGH

In late October the Royal Australian Electrical Mechanical Engineers lost a legend.

Corporal William Arthur (Bill) Singh passed away after being diagnosed with terminal cancer only a few weeks beforehand. I worked alongside Bill in 2005 and 2006 with 1st Aviation Regiment and his death has shocked and saddened me, the way it will have much of the RAEME community.

Bill was born in 1948 and joined the Australian Army 21 years later in 1969. Needless to say from his first day of service in 1969 to his last in 2007 – a period of 38 years – Bill had seen his fair share of postings across Australia.

He also served his country in Vietnam during the final stages of the Australian occupation, and again later in East Timor during the initial stages of the liberation.

The fact that Bill remained a Recovery Mechanic throughout his entire career enabled him to accrue a level of knowledge and experience about his trade unsurpassed in RAEME – now, and likely long into the future.

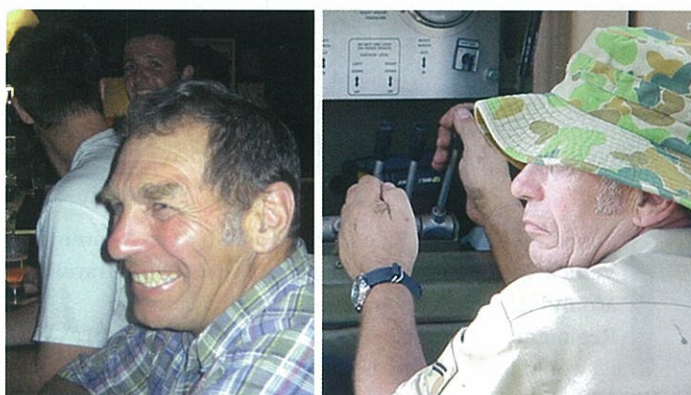
Bill made very hefty contributions, particularly to the world of aviation recovery, applying much of his knowledge and experience to applying heavy and cumbersome equipment to light delicate airframes.

He was able to aptly demonstrate and consolidate his practices in this field, often recovering aircraft in the unfortunate occurrence that they went down and had to be brought back.



I personally remember Bill being faced with a task of recovering an entire company of 4 RAR (Cdo) from a field adjacent to the Army Aviation Centre in Oakey. The Special Forces lads had brought in their overloaded trucks and parked them on some fairly dodgy ground, truly dropping anchor the next night when it rained.

Bill got the call, and with his trusty sidekick Craftsman (now Corporal) Mark Ingleton, they went off to do their job. The sight was horrendous. Twenty vehicles down to the axels, all parked in a very awkward spot behind a chain-link fence.



Not even showing the slightest bit of doubt in himself or the job, Bill went to work for the next 14 hours straight, pulling every single vehicle out. I'm sure if this story was told to Bill he would dismiss it as routine (and only one among hundreds), but it truly left me in awe at the skill and experience he possessed to crack on and get the job done like a soldier.

Of course there was the other, lighter and more humorous side to Bill. Anyone who has worked with him since computers have been introduced to the Army can attest to the frustrations he had in attempting to combat these machines. Sessions behind a computer often culminated in Bill grabbing the monitor by two hands and shaking it senseless in a last act of desperation to get that formatting just right. I remember numerous occasions popping my head out of the office after these stress-relieving outbursts had finished to see a newly relaxed and refreshed Bill working again, patiently on the computer as was his way.

Without knowing or intending it Bill would so often put a smile on the face of those around him, all marvelling at his perseverance to do his job properly no matter what obstacles Microsoft put in front of him!

Bill was not only remarkable in that his job knowledge and experience was untouchable, but that for a 58-year-old soldier he still put in the hard yards. Who reading this article now could truly fathom running the BFA at his age, or in undertaking a CFA?

Bill certainly didn't mind it, chugging along well back from the pack, but putting in the most effort and heart. To see him fly over the RDJ at his age was just bloody awe-inspiring, and left no excuse for others who were less than keen about it.

I used to joke with him that he had been a Corporal longer than I had been a human being (and by a good six years too!), but truth be told I haven't yet come across another person who I have had more respect for, and more pride in

having worked alongside. At the time of Bill's death he was a serving member of the 1st Combat Service Support Battalion in Darwin, and was deployed on exercise when he initially noticed he was sick.

It is a testament to Bill that he was still out doing what he loved, serving his country, when his hard years of toil finally caught up to him. To the Corps, and to Barbara his wonderful wife and soul mate, I have no doubt Bill is up there with the RAEME patron saint Saint Eligius looking down on all of us with that familiar sparkle in his eye.

Arte et Marte

Rick Heinrich

Rest in Peace: 8235796 Corporal William Arthur Singh
18-05-1948 to 22-10-2007



CRAFTSMAN ALEX EDWARDS

It is with much sorrow that 21 Const Sqn Wksp passes on the news that we have lost one of our own.

CFN Alex Edwards was killed in a motorcycle accident near Goondiwindi, Queensland, on 5 Nov 07 while travelling to ASEME to attend an IMV course. He was 22-years of age.

8490825 CFN Alex Commyns Edwards (Eddie) was born on 31 July 1985 in Minlaton, South Australia. From an early age growing up on a farm he had a keen interest in all things mechanical. He enlisted into the Army on 6 April 2004 and following basic recruit training at Kapooka from April-May 2004 was sent to ALTC for his trade training as a vehicle mechanic. He then completed his OJTs in Brisbane, and in July 2006 was posted to 21 Const Sqn.

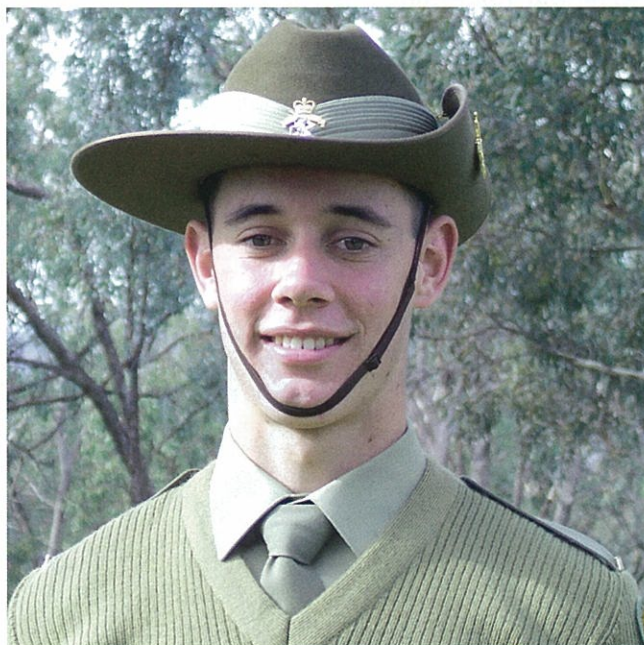
Eddie's first exercise with the Sqn was Rocky Rooster 06. It was clear from the outset that he was a very enthusiastic soldier who had the potential to become an excellent mechanic. In May 07 he deployed to the NT on the Joint Rapid Airfield Construction (JRAC) task where he worked alongside tradesmen from the US Army, Navy and Marines. Despite being a relatively junior tradesman his mechanical knowledge, and application of that knowledge, was very good.

He would always be one of the first to rush in to assist with a repair, applying his knowledge and common sense to get the job done (perhaps not always in accordance with the Army's way!). Eddie would always have a go at repairing any sort of equipment – he did not give up easily. He was an outstanding example of the level of skill that we expect from our craftsmen and put most of the US tradesmen to shame.

For his work on JRAC Eddie was awarded a HQ 6 ESR CO's Commendation for outstanding service. Because of his good work and attitude throughout the year he was nominated for a position on the next deployment to Afghanistan with the RTF 4 in Mar 08.

Eddie was a keen participant in all facets of Sqn sporting and PT activities. He was a member of the Sqn Obs Cse team and was the first person from 6 ESR in the 7 Bde King of the Hill competition.

When workload permitted he would participate in the Area Triathlon competition. He will be remembered for his



outstanding fitness, giving the rest of us someone to chase and always being first to welcome us at the finish line.

Eddie was always smiling and not much seemed to faze him. One of his favourite sayings was "it's all good". He was full of life and rarely slowed down.

Keen to be near his family and friends, who meant a lot to him, Eddie's long-term plans were to finish his ROSO, discharge from the Army and go back to work on his father's property and fishing boats in SA.

As testament to his personality his funeral was so well attended that the church was filled to overflowing. He was a very popular member of the Sqn and Wksp, and a bloody good bloke. He will be missed and remembered every ANZAC Day. It's all good.

WO2 Kevin Bishop
ASM 21 Const Sqn
Enoggera



RAEME CORPS AWARDS 2007

**LT Jennings Award
Artificer of the Year**

- LT Merton, ALTC
- SGT Hutton, ADFCALs

**Regimental Award
Junior Regimental Award**

- SGT Williams, 3 CSSB
- CPL Walkom, 3 CSR

Brig Martins Encouragement Award

- CPL Bleeze, 1 CSSB

NATIONAL CRAFTSMAN OF THE YEAR

- ARA - LCPL Brain, 10 FSB
- GRes - CFN Fenton, 9 CSSB

**REGIONAL CRAFTSMAN OF THE YEAR
VIC/TAS**

- ARA - CFN Duniam, 3 Rec Coy
- GRes - CFN Barthols, 3 Rec Coy

SQLD

- ARA - CFN Donovan, 7 CSSB
- GRes - Not presented

SA

- ARA - CFN Allen, 16 AD Regt
- GRes - Not presented

WA

- ARA - CFN Convey, Pilbara Regt
- GRes - CFN Denton113, Fd Wksp

NT

- ARA - CFN Stark, 1 Armd Regt
- GRes - Not presented

NQLD

- ARA - CFN Penprase, 5 Avn Regt
- GRes - CFN Kennedy, 42 RQR

NSW

- ARA - Not presented
- GRes - Not presented



Peter Jennings Award winner LT Merton. Presented by Col Comdt Qld, COL Bryce Titcume, at the National Corps seminar



Regimental Award winner SGT Williams. Presented by Col Comdt Qld, COL Bryce Titcume, at the National Corps seminar



National ARA CFN of Yr LCPL Brain and National GRes CFN of Yr CFN Fenton received their awards at the National Corps seminar



Vic/Tas Regional ARA CFN of Yr CFN Duniam and GRes CFN of Yr CFN Barthols had their awards presented at the 3 RECOV COY Dining-In night

DARREN MORGAN RACING EXPERIENCE

By CFN Dale Fowler

As part of On the Job Training I was selected on 15 August 2007 to spend six weeks working with Darren Morgan and his 8000-horsepower Wicked Quick Top Fuel dragster. The Darren Morgan Racing / Wicked Quick Top Fuel team is the newest in the Top Fuel paddock and has a brand new car which up until 31 August 2007 had never made a pass down a strip. Darren is not new to the sport of Top Fuel racing having been crowned National Champion in 2004-05.

Darren picked me up at the airport when I arrived at Mildura and we went to his house/workshop/team headquarters. I settled in to my unit, had some food and prepared for the hectic two weeks before we hit the road to Western Sydney International Dragway for the opening round of the year.

With a brand new car, which had only been in Australia for about eight weeks before I arrived, the team had done an exceptional amount of work to get the four engines, 16 heads (eight pairs), eight sets of pistons and numerous clutch packs ready to go.

The biggest job left on the car was getting it painted in the

mess. It was yet to be painted, the US 120 volt system was only half converted to 240 volts for Australian systems, and the new cupboards were only just about to go in.

All work had to stop on the trailer so it could go to paint, and so myself and the marketing guru David Thwaites went along to help out by masking and sanding the trailer for the paint boys.

Once the trailer was done and returned, work flowed quite well. All the remaining work was completed and we were able to load the trailer and hit the road to Sydney almost on time. While all this was going on, every Thursday night and Sunday the whole pit team gathered and went through the motions practicing engine tear-downs and rebuilds, going over engine setup, and checking and rechecking all the systems on the car so when we got to Sydney we could have a good first meet.

We arrived in Sydney on August 30 and got to work setting up the pit, unloading the car and tools, setting up the trailer awning, lights, air lines, wash tub and work benches.

Then came Friday, qualifying day. We all got to the track at 0800 and got to work. All the crew, myself included, had jobs to do so we could get to the track for our first pass at 1700.

The engine was assembled, all was ready to go, and we fired it up. With all the preparation that went into this car – albeit a little bit rushed and this being a brand new car – there was a major problem: we were losing spark. We had all kinds of people looking for the problem from the team tuner Terry Sparrow to legendary race-engine builder Mick Atholwood and other team tuners. Even the MSD rep.

We could not find the problem and therefore we missed our first pass. The problem then went away and at 1900 we were on the line for our first pass – only a half pass to license the car so it could run flat out – and hopefully do a 4.5ish second pass.

Once the pass was over it was back to the pits where all hell broke loose. Between passes the engine was torn down and rebuilt. The supercharger was removed off the top, then both heads came off, the bottom end was removed and the clutch pack also removed. Then new pistons went in, new heads went on, a new clutch pack was installed and finally the



most outrageous colour scheme of any race car in Australia. With the Wicked Quick clothing brand as the major sponsor, the car looked mean.

As most of the major work on running gear was done, I worked on the race trailer installing air lines to operate the Chicago pneumatic air tool and installing LED tail, clearance and side marker lights, working out how the Yanks had wired their lights, and adapting them to the Australian Standard for trailers. The trailer, which they'd only had for six weeks, was a

supercharger put back on. Valves were adjusted, the clutch set up, oil put in and the car was “warmed up”.

All that in under one hour. Once the car was fired up and all looked okay, the warm-up oil was drained and 17 litres of run oil put in so the car was ready to go.

Our final qualifier for the night was not a success, with the beast breaking its blower belt off the line. Nevertheless, we still qualified with a pass of 12 seconds.

The eliminators were not much better, with Darren being knocked out in the first round after shaking the tyres and exploding the clutches. We were then able to do practice passes so we could shake out a few bugs.

The next pass Darren managed to over-rev the engines, causing a backfire and throwing a con-rod out the side of the sump. Ninety minutes later we had changed the engine and were back for another try. Another obscure problem: the car smoked the tyres off the line and shook the fuel line loose and we lost all fuel.

After the final pass we packed up and went to bed. The next morning the majority of the crew flew back to their day jobs in Mildura. Darren, Raschelle, Doug and myself stayed behind to rebuild what heads we could salvage, revamp the piston racks and re-grind clutch discs. We stayed in Sydney for four days in which time we had completely stripped the six pairs of heads and pistons we had used, started to clean the engine that was blown up, clean the car and drop the cam and crankshafts to a machine shop to get checked for straightness, and repair a crack in the crank the con-rod had hit on its way out of the engine.

We then trucked it up to Queensland, where we hoped for a better meet. Once we got to our operations base at Oz Rods, toured the workshop and checked out the rides they had in production (including a '36 Chev Tudor, '46 Ford Pickup with a neat six-inch chop and other cool cars) we set to work.

In eight days we had to rebuild seven pairs of heads, replace all valves, check for leaks and injection opening pressures, index spark plugs (so the gaps all faced the right direction) and check that the cubic capacity of all plenum chambers were as close to each other as possible. We also had to rebuild seven sets of pistons including checking gudgeon pins for size, replace the rings and bearings and make sure the pistons were still round.

The five of us managed to get the work done and we headed to Willowbank Raceway for Round-2 of the Championship. The troubles of Sydney did not follow us to Brisbane, with our qualifiers not too bad. There was only one major hiccup when the car did a full track-length burnout due to a loose throttle-cable bolt.

We only managed one $\frac{3}{4}$ pass out of four attempts, with an ET of just over five seconds. But the main cause of trouble was the engine producing too much horsepower and smoking the tyres off the line.

But that was not all bad. If the car did not smoke the tyres and it had been a side-by-side pass when we raced Phil Lamattina, both cars might have ended up a wreck – not just his when his car broke in half, flipped over backward, crossed over the track centre line, rolled three times and burst into flames.

All the while we were rebuilding engines between passes,



and for a crew which had only two people out of eight who had worked on these cars before Round-1 we managed to get our changeover down to 45 minutes and beat the more experienced teams.

In the eliminators on Sunday Darren won his first race of the year to proceed to round two, where he was eliminated after once again smoking the tires and shutting down. There's no point continuing when the other bloke's already halfway down the track and you are barely moving but making a lot of smoke.

For a brand new team it was not an entirely bad two meets – a lot was learnt and gained from the experience. After all was packed up and another three days in the truck we were back to Mildura where we could unload the trailer and start from scratch rebuilding heads, piston racks, clutch packs and begin all over again when the team ventures to Sydney in December for Round-3. Hopefully for the team they will get a win.

For myself it was a fantastic opportunity and a great experience. To see how the team worked behind the scenes and under pressure to turn a car around in about one hour, and how the other teams are willing to help each other out should they be stuck, was great.

When you stand on the start line and the 8000-horsepower beast fires up you feel it in your guts. Three hundred metres away the car alarms sound due to vibration ... it feels damn good. To be a part of it was an experience I will not easily forget. Should anyone out there get the chance to try this, I would recommend you jump at it. It really is a fantastic experience.

FACTS ABOUT TOP FUEL DRAGSTERS

- A Top Fuel motor will produce almost 1000 horsepower per cylinder
- The maximum allowed engine capacity is 500 cubic inches – cylinder blocks and heads are CNC machined from solid billet aluminum
- The maximum boost produced by the 14-71 supercharger at full throttle is 45.5 psi. That's more than 3.0 bar or twice that achieved by a Mitsubishi EVO VIII
- The supercharger's internal rotors spin at 12,654 rpm

with the engine at 8500 rpm

- The temperature of the 14-71 supercharger is 74 degrees Celsius (165 degrees Fahrenheit) after just 4.5 seconds of maximum boost
- The engine's crankshaft turns 569 times during the entire quarter mile
- Each intake valve opens 284 times
- There are 16 spark plugs per engine
- The twin MSD magnetos produce 88 amps. You need just 12 more to power your MIG welder
- The fuel system can pump 291 liters (77 gallons) per minute at wide-open throttle
- The engine will consume 86 litres (22.75 gallons) of fuel during warm-up, burnout, staging and quarter-mile
- 26.5 litres (28 quarts) of oil are used during warm-up and the quarter-mile run. The oil pan holds 70-weight oil mixed with special thickener
- The maximum number of clutch discs is six. The multi-stage clutch is timed to progressively lock up during the run

AND HERE'S WHAT IT DOES ...

- It takes 0.84 seconds for a Top Fuel car to accelerate to 100 mph from standstill

- At launch dragster drivers experience up to 4.75 gs – that's more than an astronaut in a Space Shuttle. When the parachute is finally deployed the driver is faced with peak deceleration of 6 gs
- The top speed of the 2005 Top Fuel Championship-winning dragster was 515 kph (320 mph)
- 12,000 lb of down force is generated by the rear wing at 515 kph (320 mph). The downward thrust made by the exhaust gases escaping the headers alone generates 800 lb of down force
- The header flames are still burning hot at 215 cm (85") above the header pipes
- The rolling diameter of the rear tires grows 21.5 cm (8.5") during a 523 kph (325 mph) run, reaching a maximum of 113 cm (44.5")

IT'S SHORT BUT SWEET

It took Darren 4.61 seconds to cover a quarter mile, which became an Australian-record elapsed time.

That's a total of 18 seconds of racing per event – and that's if it makes the final.

If the final is reached at every event, the total racing time for the season will be less than seven minutes.

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3 PEAKS CHALLENGE

21-22 JUNE 2007



(From left) LT Fry, CAPT Cousins, WO2 Lynch, CFN Kellow and MAJ Hodgson

By LT Fry RAEME

While on Ex LONG LOOK I was posted to the School of Electrical and Aeronautical Engineering (SEAE) in Arborfield, Berkshire. On Thursday, 21 June 2007, I had the opportunity to compete in the annual 3 Peaks Challenge. This involved climbing the three highest peaks in the UK in 24 hours, being Ben Nevis in Scotland, Scarfell Pike in England and Snowdon in Wales. The team consisted of MAJ Terry Hodgson, CAPT Dion Cousins, WO2 Ian Lynch, CFN Lee Kellow and myself.

The team left for Fort William in Scotland early on Wednesday morning and as we reached the Scottish border the rain poured down leaving the team feeling a little nervous as to what lay ahead. After arriving at our accommodation and having a meal and a few preparatory Guinness (as is tradition) we decided to have an early night hoping the rain would disappear.

We arrived at the base of Ben Nevis on Thursday at approx 1700. The teams left at five-minute intervals, however prior to commencing we had to have a kit inspection as every participant had a load list.

We started the challenge at 1830 as a highland piper "piped" us up the hill. There was no rain at all while we were climbing Ben Nevis, but there was snow toward the peak which made for a bit of a challenge within itself.

Once we reached the summit we pulled out the REME flag, took a photo and then returned to base where the drivers

had the car going and a hot brew on hand. We then left for Scarfell Pike in north England.

From the moment we left Ben Nevis we had six hours before we were allowed to commence the climb up Scarfell Pike. This was to ensure that no drivers sped through the night.

We all managed to get a little sleep prior to our arrival in the Lakes District. When we arrived at the base of Scarfell Pike it was a quick start with groups leaving at 30 second intervals. Our moods were not as high as they were at the start of Ben Nevis, with the summit of Scarfell Pike looking down upon us. About halfway up Scarfell Pike there is a stone path that runs for the steepest part which was extremely slippery.

We reached the summit in less than two hours and once again pulled the REME flag out for a photo. As we reached the stone path on the way down everyone was finding it difficult to keep steady and the quads got a workout.

Once again, when we reached the base of Scarfell Pike

the engine of the minibus was running and we enjoyed a warm brew as we headed off to Wales. The atmosphere in the minibus during our move to Snowden was very quiet, knowing that we had another mountain to conquer and that it was higher than Scarfell Pike.

We had five hours to get to Snowden and arrived into Capel Curig around lunch time. The minibus dropped us at the start point and we began the climb immediately. The first part of the ascent involved climbing steps that were about three feet high.

The finish was at the summit of Snowden. On our arrival we were greeted by the CO and 2IC of SEAE REGT. There was however one last thing we did, which was the photo with the REME flag. Once at the bottom of Snowden we all agreed that the five-mile walk down was more arduous than the walk up. The evening activities involved a prize-giving event, as well as a few beers, however it only took a couple before the team started nodding off.

It would not be until the morning as we tried to move our legs that we felt the aftermath of the 3 Peaks Challenge.

Overall, the team had a lot of fun as well as seeing some great views of Britain. I would recommend any Long Look participant to have a go.



On the summit of Snowden: (left to right) WO2 Lynch, MAJ Hodgson, LT Fry, CFN Kellow and CAPT Cousins

ALTC-SYDNEY OJT

ARTICLE FOR WORLD SKILLS AUSTRALIA

Reflecting back on the year that was it has been a time filled with challenges, opportunities and excitement. After finally completing Initial Trade Training in Albury I was posted to Sydney for On the Job Training ... or more accurately a 'paid holiday' in the sun. By CFN Cromie.

As great as working on Land Rovers all day is, it's always good for a change of scenery. Working with civilians gives you insight into the automotive industry that you're not normally exposed to in a military workshop. At times it feels like you're being thrown in the deep end with some of the tasks asked of you, but with a little guidance and some confidence you're able to complete the job to a high standard. And hey, if it blows up the Army has a pretty good insurance policy!

Being able to learn from experts in each of their respective fields provides a great opportunity for those willing to listen and absorb the information being taught. Late in June CFN Lyndon-Wearing and I were nominated for, and competed in the World Skills Apprentice of the Year regional competition. We competed against an all-civilian apprentice cast from around the region, who just happened to be studying at Wetherill Park TAFE where the competition was held.

The Heavy Vehicle Mechanic competition was broken into six areas covering steering, suspension, auto-electrical,

electronic-controlled diesel, brakes and measuring engine components. Each area was further broken into diagnosis and rebuilding components.

After a full day of competition we were invited to attend a presentation night during which CFN Lyndon-Wearing (an Electrical Fitter) received a silver medal in the Auto Electrical section. To my shock and delight I received the Gold Medal for Heavy Vehicle Mechanics, and qualified to compete in the National competition in 2008.

It just goes to show the quality and value of the Trades training provided by the Defence Force (no matter your trade ... unless you are a fitter, then all hope is lost!).

If the Defence Force continues to improve its technical training as technology in the Automotive trade progresses at such a rapid pace, then the quality will show in the tradesmen and the quality of work put out at units. I wish to thank everyone involved for the opportunity to represent RAEME and the wider Army in the World Skills competition, and eagerly await the National competition next year.

MAKING THE MAS WORK FOR A LIVING

The Maintenance Advisory Service (MAS), part of the Directorate of Technical Regulation – Army (DTR-A), has a long and proud history of causing turmoil and despair, turning everything it touches into a sea of red.

I recall my first interaction with the MAS was when I was living at Enoggera. For some reason the MAS went through the lines to check the electrical integrity of the power cables – and managed to cut the cord on my personal computer!

I vowed from that day that I would seek my revenge.

Turn the clocks forward 15 years and I am now part of the MAS and fully agree with everything it does and the way it operates. Is this the sound of me towing the party line? No, I am a convert being on the inside, and knowing why the MAS does what it does provides enlightenment (that should keep my boss happy!).

The role of the MAS is to provide advice to commanders and materiel managers on the readiness of their equipment, and to report on equipment maintenance and administration.

Additionally, (because we work for DTR-A and he told us to) we also audit TRF processes and compliance so we can provide advice aimed at helping units comply with the TRAMM.

This does not mean that we come into your unit and fix all your problems, as was suggested on at least one occasion this year. What you can expect is that we will have a good hard look at what you and your boss do to your equipment, then write a report that might end up on your Brigade Commander's desk. Nothing to get too worried about you might think, that's the CO's problem. However, I know CO's do share the joy.

Throughout this year we have had the good fortune of noticing some interesting faults and hope that this article will help you out in the years to come. By simply reading this article I hope to give you the inside word on the problems that we found this year that are also an easy fix, which will assist in increasing the integrity of Army equipment. This article may also see you beat the MAS at its own game.

COMMON TRADE ISSUES

Safety Signals: It is probably no surprise to you that we are in an era where each Crafty is responsible for the quality of their work, which ultimately means they need to remain current on the equipment they repair.

RODUMs and Maintenance Signals are the way Defence maintains currency with procedures and practices, and they

are essential reading for every tradesman. Unfortunately it has been all too common for the MAS to find that a tradesman has actioned a maintenance signal but hasn't completed all the work. In the most obvious cases the GM120 logbook entry wasn't completed or a part wasn't painted a particular colour (think brake calipers).

If one step of the signal hasn't been actioned how can we be certain that every other step has occurred? Sometimes this small oversight can raise a question in our mind about the quality of your work, even if every other task you've done has been perfect. This is also true of technical inspections which have failed to identify this type of work missing from a vehicle. To chalk one up for the good guys, keep in mind your attention to detail and be thorough when completing RODUM and Maintenance Signal tasks.

It would be a great system if every tradesman got a phone call and an email when a relevant EMEI changed, but they don't. In the best case, units are notified of EMEI variations via signals and these signals somehow find their way into your hands, and you somehow remember what the latest EMEI is before conducting your next repair or inspection.

In the worst case an EMEI is changed and no-one is told at all until someone stumbles upon it, then hopefully they tell you that it exists. As many of you would be aware the Land Engineering Agency (LEA) maintain a website of the latest EMEI at <http://vbmweb.sor.defence.gov.au/techdata>

While it would be good if you could spend your spare 10 seconds a month trolling through the website on the odd chance there has been a change, as a minimum you should be checking for the latest EMEIs before undertaking a job you haven't done recently. This will hopefully mean that you still action those EMEI variations you weren't told about.

VMS

Log books: The MAS VMs are so attuned in their art that they are able to ground a vehicle at 50 paces. With the ageing fleet a number of sneaky faults tend to creep in, but this is not why they can ground a vehicle in the comfort of an air conditioned office. The GM120 is a record of the maintenance history of a vehicle, and in some cases can be used by COMCARE to assist them in reviewing compensation claims. If an essential entry is missing from the log book, and no other evidence exists (such as a signed archived job), then



the work has to be assumed to have not been done.

This can result in a vehicle classified Do Not Use – XX without leaving a chair. Before, during or after a repair or inspection check the GM120 for the following:

- **Part 1:** Ensure all required information is entered in the relevant sections.
- **Part 2:** Ensure servicing is correctly filled out. After a service has been conducted, the date the next service will be due is to be entered in the Date Next Service Due column – which will be in 12-months' time – not left blank or recorded as the same date as the last service.
- **Part 3:** Ensure all modification information is correct and complete, including signature and title of the repair agency conducting the modifications.
- **Part 4:** Avoid attaching separate pieces of paper for the details of work conducted because if the paper is lost and the entry is not on MMM, we don't know if it has been done (hint, hint – make sure it's on MMM too).
- **Part 5:** Ensure all required information is entered, in particular information pertaining to the main engine.

Make the MAS VMs work for their money and get them out in the compound before they get their first XX fault.

Coolant Label: RODUM 4857/07 requires that a label (decal) specifying the type of coolant be placed under the bonnet of a Land Rover. The purpose of the decal is to reduce the likelihood of someone mixing different coolant types as it can be deleterious (look it up) to the vehicle's cooling system. A decal indicating coolant type is standard practice for all B Vehicle fleets. The RODUM states that a vehicle with unknown coolant should be classified Do Not Use – XX, again another easily preventable grounding.

Seatbelts: The number of incorrectly installed seatbelts found this year has been more than desirable.

The faults include:

- Fitting the incorrect side seatbelt
- Using the incorrect seatbelt parts
- Incorrect installation of correct seatbelts (twist)
- Not installing matching seatbelts and stalks

The majority of seatbelt faults can be easily detected by simply plugging the seatbelt in after it is installed and checking (1) that it plugs in, (2) there are no twists and (3) there is sufficient length. You can be confident that the MAS VM will most likely plug a seatbelt in to have a look, and shake their heads in despair if they find any obvious faults.

FITTERS

Guide Rods & Extractors: The standard of weapons inspected by the MAS this year has been fairly high, however Tradies are still overlooking the finer details of their work.

Two of the most common faults found are loose guide rods in the butt assembly of the AUSTYER and failing to clean under the extractor during a technical inspection.

EMEI WPN D 303 para 68 requires that guide rods have no longitudinal movement. This can be checked by using a punch to press on the end of the guide rod to ensure there is no longitudinal movement. Excessive movement may result in premature damage to the butt assembly.

The only way to clean under the extractor is during a technical inspection, failing to do so can result in an unacceptable build-up of carbon which may result in a weapon malfunction. You would be aware that these two faults are easy to pick and can detract from good work.

Shipping Containers: Don't forget the shipping containers! Defence is a significant user of shipping containers, however our maintenance of them is sometimes forgotten. Shipping containers often have very heavy doors, which

would pose a safety threat in the event that hinges gave out. When inspecting shipping containers it is important to not only ensure they are free from holes and the hinges are appropriately lubricated, but the seaworthy certification label is readable and within date. If the seaworthy label is not readable or the certification is out of date the container can still be used if it is in otherwise good condition.

This is achieved by classifying it Restricted Use - RU with a restriction Not Seaworthy – Land Use Only. This would allow the container to be used within Australia. In the event the container is required to be deployed, then seaworthy certification would be required.

BOFFINS

NFE: The repair procedure for NFE currently requires advanced operators to conduct purging, however there are some potential changes in the wind which may result in RAEME boffins conducting this work (more than just rumours). In any event, if you are currently involved in purging of NFE ensure that the MSO 400 Purge Stat is entered on SDSS to allow tracking. Oh, and did you know that the Army has agreed to change the purging frequency from six to 12 months?

PLGR S/W: PLGR GPS EMEI INST D 218 requires that the correct Software Part Number is 612-09 10-025. A large number of GPS have been found with outdated software versions and are supposed to be returned to DNSDC for repair IAW under the EMEI. The reason is that in some circumstances an excessive number of satellites can cause the GPS to fail, requiring a reboot. The upgrade of the GPS is controlled by the Navigation Warfare Systems Program Office (NAVWARSPPO) and that is the point of contact for advice regarding these systems. The number of the NAVWARSPPO Technical Advisor is (02) 6265 5947 if you have any tough questions.

Med & Dent: Medical and Dental equipment is often overlooked by Tradies as there is currently an ADF contractor who is responsible for maintaining medical equipment. The contractor appears to be doing a pretty good job on the technical side, however is not always completing the GM 120 to the appropriate standard. See the vehicle GM 120 blurb for a rundown on what to check.

The challenge is that the Medical Corps do not generally have an in-depth knowledge of the GM 120 requirements, and require your assistance in auditing and maintaining the logbooks. If you help them out they may remember you and stop losing your inoculation record.

Comms HCPS: A Group 1 modification instruction, EMEI TELS T 437-4 Modification Instruction – Replacement of Circuit Card Guides, has been released for the PP-F302 – High Current Power Supply (HCPS).

The circuit card guides for the HCPS have been prone to failing while the equipment is being subjected to vibration in transit. This failure may result in electrocution when the equipment is powered up. The modification increases the strength of the circuit card mounts, reducing the likelihood of failure.

The MAS is still finding HCPS without this modification. Equipment that has had the modification conducted has the



number “4” defaced on the mod plate. Without this number defaced it can only be assumed the modification has not been conducted and the equipment should be classified XX/Y/ /.

Have you been enjoying the DMO waiver on technical inspections for the RAVEN, WAGTAIL and PINTAIL as detailed in Signal BCOG 44/06 of 27 July 2006? How will your skills fair when the waiver is no longer in place, and you are required to inspect and repair this equipment?

Currently there exists an optional test for functionality as detailed in EMEI Tels D 208-1. We recommend that you have a look at this test and conduct it periodically on your unit’s high-readiness equipment. The test is not a complete test of functionality, however it does provide a good method to ensure the equipment is working.

Beat the MAS at its own game. The sure-fire way to stay ahead of the MAS is to pay attention to detail. Ensure that the logbooks are accurate, your technical inspections are thorough and that all work you do is completed down to signing the documentation. If you overlook something obvious it is highly likely that we won’t.

Don’t be afraid to seek advice from senior tradesmen or to even ask to tag along with the MAS tradesmen while they are in your unit. The worst thing that can happen is that they report the unit has proactive tradesmen who are actively seeking more experience.

The MAS has spent considerable effort over the past few years to change its approach to the way it offers advice. We no longer just point out what you have missed, we also seek to help you improve your trade skills and thus the condition of the unit’s equipment. Take advantage of the informal training the MAS offers when in your unit, and get them to show you a better way – or what you can do about it. While you may still find a sea of red tags for some fleets, the hope is that you will review the additional faults identified by the MAS and wonder why they were overlooked during the previous technical inspection.

Regards,

Your supporting the MAS Team

10 STEPS

TO GET THE MOST OUT OF MAINTENANCE SUPPORT UNDER THE DIDS CONTRACT

By JLG Maintenance Section

JLG maintenance workshops, run throughout the year, have addressed DIDS contract issues raised by units and JLG maintenance staff.

It has been found through these workshops that there are a number of activities that Commonwealth staff can undertake to enhance support under the contract terms. The DIDS maintenance team has cited the following as areas where the Commonwealth can improve effective support.

The following 10 points will help ensure you get the most effective maintenance support from the DIDS contract:

1. Submit a realistic date for required equipment (DER):

Ensure that the DER you request has a realistic timeframe for required work, based on training or an operational need, not just a default 28 days! The JLU (Joint Logistics Unit) negotiates the contracted DER on your behalf utilising the DER provided on the EMEFIX, and the unit priority guidelines provided by Army HQ. Providing realistic DER expectations will reduce delays in negotiating and setting contractual timeframes. Working closely with your JLU maintenance point of contact will ensure your maintenance work will be completed in the quickest possible time and not be delayed in the early stages. In addition, if you submit generic EMEFIXs of "inspect and repair" then be prepared to expect an extended DER as a TI (Technical Inspection) will be performed to identify all the work required – possibly leading to perceived small tasks expanding into significantly larger jobs.

2. List all maintenance tasks required:

The DIDS contract is a specified repair contract. Ensure a thorough TI is completed by RAEME staff (if available) identifying all tasks required. Update the EMEFIX with all maintenance tasks before submitting to the JLU. If it's not on the EMEFIX the contractor will not do it.

3. Staggered maintenance program (SMP):

Proactively managing your planned maintenance as a SMP will ensure that all your equipment is not due for TI/service at the same time. This will reduce peaks and troughs in the DIDS operator's workload, making it easier to schedule, and prevents extended DERs for relatively standard jobs. Providing the JLU with a copy of your training schedule is an

important first step to help indicate potential peak periods. Submit your planned work as early as possible to achieve the DER you want. Frequently, the service date of equipment is known in advance so submit a request for the next one as soon as the service has been completed.

4. Effective unit point of contact:

The most effective unit contact details are a central area that is always manned, eg an orderly room that can then involve the correct person. That person is to be able to discuss DER, arrange delivery of equipment and also perform SCA transfers. Individual POCs have led to delays in requests due to individuals being out of the office, on leave, posted, deployed overseas etc. Group email is the best form of contact as it provides written proof of contact, and details of the contact can be easily forwarded to individuals.

5. Correctly performing SCA transfers:

If your unit does not initiate the SCA transfer, then the contractor has the right to refuse equipment and your work may potentially miss the scheduled slot with a new DER allocated. Ensure you perform the transfer as per the DSCM Ref Vol 4, Sect 4, Chap 1.

6. Follow the call in/call out procedure:

The DIDS operator will use the POC on the Work Request (EMEFIX) to call in the equipment. Once your unit POC has been contacted twice the DIDS operator has fulfilled its obligation. Group email address is a better form of recordable contact. Deliver the equipment as detailed. Nobody can work on equipment if they do not have it. Remember, if you miss your scheduled slot the work may have to be rescheduled and you potentially may be assigned a new contractual DER. The call out process also has a two-attempts format – please collect your equipment in a timely fashion.

7. Inspect equipment at collection:

You have the right to expect that work is completed. Assess the work (including documentation) of the contractor on the repairs specified asap and do not accept an item if there is a problem. Immediately contact Commonwealth JLU staff and initiate prompt customer feedback to the BU.

8. Do the Non-Technical Inspection (NTI) prior to returning loan pool equipment:

Equipment being returned to the loan pool should have had a full NTI completed by the returning unit (eg EMEI V A029 Para 22a). Returning loan pool equipment without a correctly completed NTI will cause serious delays in identifying potential maintenance on pool equipment, and will further delay maintenance activities to prepare the equipment for the next user (which may be your unit). The DIDS contract does not provide for the operator to do NTIs on loan pool returns, so leaving it for the DIDS operator is a waste of time and money, and will lead to lower equipment availability.

9. Repair Parts Stores outscaling:

When a unit outscales surplus RPS and returns it to a Regional Logistic Unit it is essential it is bagged and tagged as serviceable. If it is not clearly identified as serviceable the warehouse will downgrade the item to repairable. Inventory staff then see expense items in the RP category and send them to disposal, when in fact the item is still in the OEM packaging and required by a customer.

10. Customer feedback:

Your local Commonwealth JLUs are your point of contact for DIDS contract feedback. It is important that customer feedback continues to be provided on Materiel maintenance and the DIDS contract. Feedback provided directly to the DIDS operator will not necessarily make it back into the contract KPIs, and therefore will have little or no impact to assist improvement in the long term. There are a number of contract requirements and key performance indicators that the DIDS operator is subject to, and is paid/rewarded against.

It is essential that you report issues to Commonwealth personnel at the JLUs so they can register them into contract reporting systems.

JLU POCS FOR FEEDBACK:

- **HQ Joint Logistics Group:** Nick Sverdloff
(03) 9282 3935; mob 0427 892 054
nicholas.sverdloff@defence.gov.au
- **DNSDC:** WO1 Raymond Holze
(02) 8782 4247; raymond.holze@defence.gov.au
NB: please cc raymond.allen@defence.gov.au
- **Victoria:** Peter Townsend
(03) 5735 6671; mob 0418 651 439
peter.townsend@defence.gov.au
- **South Queensland:** Jim Vorrias
(07) 3332 3668; jim.vorrias@defence.gov.au
- **North Queensland:** Mick O'Brien
(07) 4771 7791; mob 0413 340 695
mike.obrien2@defence.gov.au
- **Northern Territory:** Davena Irish
(08) 8923 5728; mob 0408 486 223
davena.irish1@defence.gov.au
- **South Australia:** CAPT Mark Edwards
(08) 8259 4819; mob 0417 880 846
- **West Australia:** Brett Daley
(08) 9377 8202; brett.daley@defence.gov.au
- **Tasmania:** Mark Wilson
(03) 6237 7472; mob 0419 272 124
mark.wilson16@defence.gov.au

NSW ASSOCIATION LAUNCHES 'OPERATION COMFORT PACKS'

By Bob Joseph

In August/September the RAEME Association of NSW launched 'Operation Comfort Packs' to supply difficult to obtain items to RAEME soldiers serving in Iraq and Afghanistan. The operation was the brainchild of former WO2 Fred Jolly and former WO1 Clyde Cook (both ex recovery mechs), with financial support provided by the Association. Material support was also supplied through generous donations from Arnott's biscuits, Franklin's grocery stores and Smiths chips, while additional help was supplied by Campbell's Cash & Carry and Players Biscuits.

A subsequent donation of \$1000 from the ever-patriotic Dick Smith enabled the Association to undertake the operation a second time.

Feedback from Diggers, right from first trial dispatch, has been excellent as reflected in this first

acknowledgement that the "test packs" had arrived:

- "Just a quick email to let you know that your care package arrived fully functional and was most appreciated by the lads. It was pretty much consumed this arvo during brew. Anyway, thanks again for all your support. We really



Sandra Jolly with Heather and Clyde Cook of the RAEME Association NSW packing the first of 102 Comfort Packs delivered recently to RAEME soldiers serving in Iraq and Afghanistan.
Photo: Fred Jolly



appreciate all your well wishes and support.”

In fact there was no doubt that the operation had been a resounding success following dispatch of the first full shipment of packs.

Some of the comments have been a great reflection on the unity and strength of the RAEME family. A sample of emails received with names, units and operational names (deleted for obvious reasons) are reproduced below:

- “Thank you for your personal efforts, and could you pass on our appreciation to the president and members of your Association.”
- “Thank you very much for the care packs that the RAEME Association (NSW) Inc sent to soldiers deployed. I am sending this email as the RAEME soldiers under my command are unable to do so. The packs that you have sent have been greatly accepted by the RAEME tradesmen here. A comment from an Infantry soldier was ‘only RAEME – you wouldn’t see grunts doing that’.”
- “I would just like to express our many thanks for your support in the form of the care packs you sent us. We received them this week and the boys have really got a buzz out of them. We have been away from our families and friends now for five months and any touch of home means a lot to us. So thank you again for your support. It means a lot to all of us here to know that people at home support us and are thinking of us.”
- “To the NSW RAEME Committee I would like to extend a sincere thank you for the care parcels that arrived here in the Middle East for RAEME personnel service in-theatre. The soldiers are highly appreciative of the thought and effort applied in providing a diverse and valuable number of items that soldiers can not get locally here. Furthermore, it has served as a reminder to the soldiers of the high level of esprit de corps experienced within RAEME, which other corps by their own admission struggle to replicate. As I travel around the MEAO I have noticed the high level of appreciation senior officers in command have for the work RAEME soldiers are doing

over here. The spirit of ingenuity and hard work is alive and well, as are the RAEME morning teas. Thank you again for the efforts of the Committee, and best wishes.”

Having reached and secured the first objective, it then became a case of where does the operation go from here?

Gathering the necessary information and resources, and then formulating the procedures to make the project run smoothly consumed considerable time and effort.

However, as with most projects practice makes for enhanced performance with each new phase. The current proposal is therefore to widen the project to embrace those RAEME elements deployed in East Timor, and subject to confirmation, those RAEME soldiers in the the Solomons.

Although our Association has been extremely fortunate to gain the generous support of a range of companies and organisations, the project still required a significant budget to ensure objectives were achieved.

Consistent with the spirit that has driven this project, gaining the support of the full committee for this budget was a foregone conclusion. However based on known financial projections, the NSW Association would likely be stretched to wholly sustain the project beyond 2007. Therefore our intention is to encourage the other state associations to join in support of this project by either:

1. Assuming the prime support role for a period of time
2. Or, assuming responsibility for a specific area of operations or RAEME element
3. Or, providing some financial support in keeping with the membership strength of the particular association

Whatever the future outcome, the Association must be applauded for its inspiration and combined efforts in making the first project such a success. For the NSW Association, the project has been up there as one of its finest achievements.

In closing, it appears from various emails that some Diggers have little or no support from home. If anyone is in the position to assist with this worthy mission or would like address information (no names will be supplied) please feel free to contact Fred Jolly at publicofficer@raemensw.com

INTERNATIONAL LOGISTICS

A CAPABILITY MULTIPLIER

By Mike Prain MAJ Retd

When asked to provide an article for RAEME's *Craftsman* a few months back, it was suggested to write about life after RAEME. Having left the regular service more than 10 years ago there is much I could address on the topic, however it may be more beneficial to write about what I have been involved with for the past four years – the world of International Logistics.

I hope that by writing this article you will become aware of the very important but until recent years little-known work we do in the Directorate of International Logistics.

And more importantly, how the work will help you when deployed on operations, exercises and other bilateral or Coalition activities.

DIRECTORATE OF INTERNATIONAL LOGISTICS

The Directorate of International Logistics (DILOG) comprises four personnel (all ex service logisticians with approx 120-years uniformed experience).

Currently located in Northbourne House, Canberra, DILOG is part of the Strategic Logistics Branch and thus part of Joint Logistics Command (JLC).

DILOG is responsible for:

1. The development of International Logistics Agreements and Arrangements, and the provision of policy guidance and advice on implementation (the focus of this article)
2. The development and management of bilateral and multilateral logistics relationships and cooperative activities in support of Defence international engagement

Australia currently has international Logistics Agreements and Arrangements and bilateral and multilateral logistics relationships with 24 countries and organisations within our region and beyond.

PURPOSE OF LOGISTICS ARRANGEMENTS

The purpose of Logistics Agreements and Arrangements between Australia and Coalition and regional countries is to enhance the logistics support available to the ADF during Coalition operations and exercises, and unforeseen exigencies including humanitarian assistance and disaster relief operations.

Put simply, these Logistics Agreements and Arrangements allow the ADF ready access to another nation's logistics

systems, and vice versa when on operations etc.

NATURE OF LOGISTICS ARRANGEMENTS

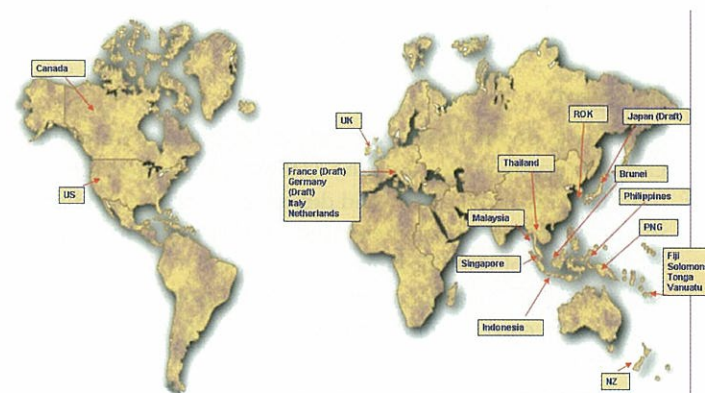
International Logistics Agreements and Arrangements can take various forms, depending on their legal status and the international practices peculiar to our partners. International Logistics Arrangements may be:

1. **Treaty Status Agreements** that are binding under international law, eg the Cooperative Defence Logistics Support Agreement and Acquisition and Cross Servicing Agreement with the US
2. **Less than Treaty status Arrangements** that are not binding in international law but rather are politically and morally binding, eg the ...

- Mutual Logistics Support Arrangement
- Cooperative Logistics Support Arrangement
- Memorandum of Understanding
- Supply Support Arrangement
- Logistics Support Arrangement
- Administrative Arrangement

Nations which Australia has international Logistics Agreements and Arrangements with are shown in Figure 1:

Figure :1



IMPLEMENTING ARRANGEMENTS

International Logistics Agreements and Arrangements define the scope of agreed co-operation and the general conditions under which co-operative logistics activities can occur. The Agreements and Arrangements are implemented through the use of subordinate Implementing Arrangements (IA) which put in place specific requirements, procedures, terms and conditions. There are two types of IA:

1. **Standing:** these are of an enduring nature and cover ongoing co-operation that remains largely unchanged from one occurrence (operation, exercise, support activity etc) to the next. They include ...
 - Mutual Logistics Support (MLS) – NZ, US Pacific Command and US Central Command
 - Air-to-Air Refuelling – Canada, France, Singapore, Thailand, UK and the US
 - Fuel Exchange – NZ, UK and the US
 - Co-operative Airlift – NZ, Singapore, UK and the US
 - Co-operative Sealift – NZ and UK
2. **Activity specific:** these are developed for specific activities when there is no existing standing IA with the country concerned, or the standing IA does not provide appropriate detail for the activity. They remain in effect only for the duration of the activity, eg OP ANODE (Solomon Islands), OP ASTUTE (Timor Leste), EX PITCH BLACK and EX CROIX DU SUD (French Polynesia).

MUTUAL LOGISTICS SUPPORT

For the purpose of Logistics Agreements and Arrangements mutual logistics support may comprise food, water, billeting, transportation, petroleum, oils, lubricants, clothing, communication services, medical/health services, ammunition, base operations support (including construction), storage services, use of facilities, training services, spare parts and components, repair and maintenance services, calibration services, airport and seaport services, and the temporary use of general-purpose vehicles and other items of non-lethal military equipment.

It should be noted that mutual logistics support does not include the provision of:

1. Weapons systems
2. Major end items of equipment (except for the lease or loan of general-purpose vehicles and other items of non-lethal military equipment)
3. Any items where transfer is prohibited by national laws or regulations of participants

PAYMENT

Contrary to popular belief you get nothing for free from our Coalition partners, nor does the ADF provide support for free. There is always a cost, and depending on the conditions stipulated in the Arrangement the choice of payment method could be one of the following:

1. Cash reimbursement where payment is normally made in the currency of the country supplying logistics support
2. Replacement in kind (RIK) where the ordering

country replaces or returns the supplies, or provides services that are identical or substantially identical to the supplies or services that were provided in the first instance

3. Equal Value Exchange (EVE) where the ordering country replaces the supplies or services with different supplies or services of agreed equal value to those originally provided, eg airlift for sealift or fuel for ammunition

CONCLUDING IAs

IAs may be negotiated and concluded on the part of Australia by the Military Strategic Commitments Branch, VCDF Group, the Services (Navy, Army and Air Force), Joint Operations Command and Joint Logistics Command.

Policy responsibility for IAs developed under international cooperative Logistics Agreements and Arrangements rests with CJLOG and is detailed in DI(G) Log 05-1. DILOG should be consulted for policy clearance prior to the negotiation of any IA.

Where broader Defence policy implications are involved DILOG will consult with the International Policy Division before providing such clearance.

Pre-negotiation clearance of the text of IAs is also to be sought from the Director International Government Agreements and Arrangements (legal aspects) and Directorate of Financial Management Policy, Chief Finance Officer Group (costing and financial aspects).

Where security aspects are involved (such as in transfer of technical information/technology) clearance is also to be sought from the Executive Officer, International Security Policy, Defence Security Agency.

GUIDANCE ON ARRANGEMENTS

Further detailed information on the range, content and implementation of international Logistics Agreements and Arrangements and IAs is contained in the Handbook of International Logistics (Version 1.0) (Misc Pub 0203) which is available on the DEFWEB at <http://intranet.defence.gov.au/jlg/sites/SLB/>

Additional information specific to the Australian/United States relationship is contained in the Australia/United States Mutual Logistic Support Handbook (MLSH) (Misc Pub 0216). This is also available on the DEFWEB at <http://intranet.defence.gov.au/jlg/sites/SLB/>

CONCLUSION

So what does all of this mean? Quite simply, if you are about to be deployed on operations, exercises or other Coalition activities, you can be sure that some sort of Agreement, Arrangement or IA will be in place with ADF partners to enable you to receive or provide International Logistics support. If there is not then one may be developed.

These very important documents do exist and can help you. You should also remember that DILOG can advise you of what arrangements are applicable to a particular operation or activity and when necessary will assist, including obtaining mandatory legal, financial and security clearances.

THE CAVALRY AND RAEME RELATIONSHIP A SOLDIER'S PERSPECTIVE

By LCPL C. Wharton

Being a Cav soldier for more than six years I have witnessed the importance of the relationship between a Cavalry soldier and RAEME on countless occasions. For both workplaces to flourish it is integral that both elements work hard to be cohesive and strong.

To put it into perspective, for a Cavalry Combat Team to be self-sufficient it needs to deploy with RAEME elements. This means every time the Combat Team deploys, RAEME deploys with us.

Additionally, when we deploy the RAEME soldiers are utilised as Cavalry crews, yet still perform their primary task of fixing what we break. To many it might sound like a raw deal, but in spite of this – and this is not to blow wind in the opposite direction to where it normally flows – I have never heard a RAEME operator complain about doing their job.

After two operational deployments to Iraq I have observed time-in and time-out RAEME crews perform above their weight. For example on my first deployment to Iraq my call sign was involved in a vehicle accident in Tall 'Afar. The vehicle suffered significant damage to running gear, wheel stations, turret and transmission.

Because of the force protection requirement, and the necessity for that vehicle to remain operational, the vehicle mechanic in conjunction with the crew worked 48 hours straight to return that vehicle to battle readiness.

For me as a young soldier at the time to witness someone under such pressure and sleep deprivation, to perform each task proficiently was an eye opener which gave new meaning to the phrase hard work. After achieving this task the crew was required to make a run back through Tall 'Afar, which at the time was an insurgent stronghold.

With many things working against them such as shortfalls with parts, manning limitations and tired equipment, the spanners (as they are so commonly referred) fought through. It never ceases to amaze the Cavalry soldiers when they consistently adapt and overcome these painful shortcomings.

It's quite easy to dwell on the downfalls of each organisation, but that will not keep the vehicles running. The RAEME crews have always known that, and their attitude as well as results reflect that in every way.

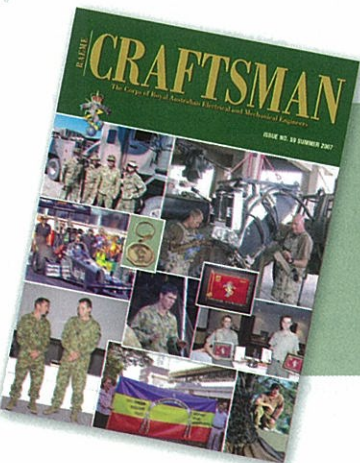
Initially as a junior driver of an ASLAV your knowledge of the vehicle is extremely limited. It's only after hours of continuous work with the RAEME elements, in their spanner bays, that you learn the finer details of the vehicle and ultimately your job. The progression does not stop at the driver level – each person brings a level of experience to the table, and the continued sharing of knowledge and ideas is another great attribute Cav and RAEME possess.

It wouldn't be bold to say that if the relationship between Cav and RAEME turned sour it would cripple combat teams. Every Cav soldier knows when you park your vehicle in a spanner bay you better be ready for work. Blood, sweat and tears, not to mention the inadvertent use of colourful language required to get the job done.

Countless extra hours are spent maintaining vehicle readiness when we return from tasking, not to mention completing the dreaded paperwork that follows closely behind it. When everyone else has gone home to have a warm shower or get a fresh meal, it's easy to forget that the spanners are still turning.

Mutual respect for each other has developed over the years and has intertwined our organisations. I am happy to say that the bond between RAEME and Cavalry soldiers is as strong as the amour we work under.


This is a soldier's perspective. It pays to stop and reflect on your own position, and spare a thought for the RAEME boys still swinging spanners long into the night.



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OC REDUX

By MAJ Perry Beor

Now let's see ... a Musorian Mobile Defence is one up and two back until the last final intercept line is crossed, whereupon it reverts to an Area Defence of two up and one back. Or is it the other way round? Why was a RAEME Officer like me even trying to understand this stuff?



Unfortunately, with the end of my time as OC 113 I was now an instructor trying to teach LTs how to become CAPTs at LWC-WA. To be truthful it was a pretty good job and lots of fun, but every so often my loggy brain rebelled against all this Arms Corps stuff and cried out to be back in the real world.

These musings on the unkindness of fate were cut short by the ringing of my phone ...

"Boss, it's Jas (my former EMEOPS and currently 113's 2IC). They need someone to take over the wksp for the next six months and it looks like you're getting another shot."

RAEMENET as always worked a treat as not more than half an hour later APA rang to indeed make me an offer I couldn't refuse.

I got off the phone to APA and listened to the grontosaurus in the next office getting quite heated over the number of motorcycles in the Musorian Divisional Recon Platoon. It seemed that the new PAM may change the number from 14 to 12 – vitally important war-winning stuff. Something snapped.

"Listen you flogbags, firstly in any real conflict you are never at 100 per cent – 85 per cent being the best you could hope for. Secondly, these blokes are cannon fodder and you would have to factor in at least 20 per cent casualties per engagement. And finally, even if you had the bodies their sustainable logistic chain is so bad you would be lucky to have half the required number of bikes serviceable. Who cares whether it is 12 or 14 – all you can ever expect to face in reality is about half a dozen."

This outburst was greeted with the usual grontosaurian response to any logistic reality – incomprehension. Apart

from a few mumbled responses such as "what would a bloody loggy know about recon", as expected they resumed their discussion. Did I care? No. I was going home, I was getting 113 back!

Still, I maintained my composure for the rest of the evening and it wasn't until I eased the VB out of Leeuwin Barracks that night that I threw it back a cog, kicked the 308 in the guts, dropped the clutch and fishtailed down Riverside Road – YYYYYESSSS!

I got in early the next Tuesday night and reimmersed myself in the aromas of a workshop. Stale oil, burnt insulation and something wafting out of Recovery which I didn't want to think about.

One of the first people I came across was one of my old boffins ...

"G'day boss, I heard you were back.

"Geez, word travels fast through this place.

"No, I actually heard you coming down the road. When was the last time you had the Commodore tuned?

"2001 – I was waiting for the greasers to do it last time.

"Heh heh, best of luck. Are you back here doing a retest for OC then?"

That pretty much set the scene for my return. With the VB and the 2IC's EJ in the HQ car park the place at least looked like a RAEME establishment again – though this was soon shattered by my new 2LT rolling up in a yellow corvette.

Despite the fact that he rebuilt it himself it was just plain wrong. As the other two LTs had blue and red cars the order of their parking places was pretty much set under the flagpole. This arrangement was pointed out to the CO when she came down to welcome me later that night, who just shook her head and looked at me pityingly.

Things were actually a bit different this time around. Numbers were much the same, as were the faces, only the hair a bit greyer/thinner, but I had a couple of RAAFies (ground techs who needed to work on gen sets) and some Appys. Apart from the fact that it was great to see new faces in the place, they took the average age of the workshop below 40 for the first time in decades.

For better or worse I seemed to set the tone of my new tenure rather quickly when the 2IC raised the issue of the imminent Bde Officers' Mess Fancy Dress Rock-and-Roll night in my first OGp.

I looked at my officers and said "so gentlemen, who is it to be then? Village People or the Jackson Five?"

The Jacksons were the unanimous choice. That Saturday night, the five of us in flares, 'fros and black greasepaint



rolling up in the EJ made an awesome impression. The CO gave me one of her looks again when she saw the photos, but I did point out that we were the only Coy in the Bde with a full turnout of officers.

I was supremely lucky in that my tenure co-incided with a two-week field deployment. In common with many other reserve units this was the first time we had managed to get out in the field for more than a weekend in seven years.

The concept was simple – a mini sub for the crafties (not allowed to do a real one like 113 did in 2002 for reasons I think related to the Eagles winning the 2006 Grand Final), and a mini ROBC for the officers.

Having the latest TMP and a couple of new senior chocks just out of the ARA covered the Crafty side like a doona on a damsel. Not being an official course allowed us to include the Appys as well as part of their pre-Bandiana training.

The officers' side was almost entirely written by the 2IC using stuff out of our old ROBC files. Quite what ratbags we were as 2LT's came home in one incident ...

"Jas, is that all ROBC stuff in that file?"

"Yup."

"Awful lot of greens and pinks in there."

"That's cause it's yours."

"Oh."

"Check out mine."

"Nice to see we have the same taste in colours."

With the courses covered (complete with the DS solution) the concern then became location. The only criteria was that it was *not* Bindoon. The Army Training Area there is so well known by all of us in the WA Army that we virtually have our own dedicated hootchie trees at every deployment location – many with our names on them.

Our first site was an ex prison to the east of Perth. It was a good location – well drained, lots of hard standing, a decent

pie shop on the bitumen access road in – well known by many of the participants either as cops, screws, or crims. One old ex WO2 reckoned that it was a holiday camp site – when he did his time as a youngster for armed robbery he spent it at Fremantle in a real hard man's prison!

Unfortunately the site was a bit too much in demand for bogan burnout comps and trials for hopefuls in the next crusty demons dirt movie, so we eventually settled for a nice spot in the middle of the Mundaring Weir catchment area 10 km from the nearest bitumen road. And, the ability to do 50km FRTs without encountering the public.

The fun then really started with getting the place ready to head bush. There were holes in places we never expected. Our CP box was eventually found on a pallet of wooden boxes to be burned (still with the obligatory tube of half-used condensed milk and grimy pack of cards).

An appropriate set of SOPs proved even harder to find as the scenario did not fit the CSSTs developed by the CSSB. We eventually settled on the ones we used as 2LT's when 113 was still an independent workshop. So what if the returns use acronyms such as SLR and F1, at least we knew they worked.

With a couple of LTs fresh from the "layout of an FRG lesson" on board, the 2IC went up as the advance party. With him went CAPT Rasmussen, the 2IC of the Supply Coy who wanted to see how RAEME does things.

Two things spun her out. Firstly, how the LTs were allowed to set out the entire site on their own with the 2IC just tweaking it to get a final teardrop, and the way RAEME always takes hot salami and good cheese to the field (a view reinforced when I rolled up the next night with the rest of the FRG, and brought up even more Jarlsberg and pepperoni).

Of course being on CRIM we were all walking that fine line between malnutrition and scurvy, so like in most RAEME



field situations jack rations were the go.

The deployment itself went like a dream with vehicles out, cam nets up, K-phones strung and FPDS running in near record time.

The Appys were given the job of erecting the Clark mast, which was made a bit more interesting by putting the Omni directional head on it. After a few false starts they rose to the occasion and strangely enough a tricolour was also seen flying from the top. This proved to be a source of some mirth when a group of (illegal) roo shooters on trail bikes roared down the MSR and paused on seeing this “flag thingy”, but sped off in a cloud of dust when they noticed all the cam nets and armed soldiers off to one side. Strangely enough no-one else came past for the rest of the exercise.

We quickly settled into the routine of a wksp in the field and the inevitable changes which occur when a chock goes from civilian to soldier. Questions you would never dare ask your wife such as “if *Dancing with the Stars* is supposed to cover all styles, where is the pole and the cage”? became standard topics for discussions over a brew.

One of the more enlightening competitions was to identify what mainstream movies had adult movie counterparts. The depth of knowledge of this genre within the workshop put anything I had ever seen on the Movie Show to shame.

While on this subject, it was refreshing to see that despite all the changes over the past 20 or so years, Appys are still Appys.

“G’day guys, how’s it going?”

“Not bad Sir.

“Any reading material?”

“I think the Sarge has the paper.

“No, I mean anything with pictures?”

“But sir, you told us that we were not allowed to bring anything like that.

“Hmmm, I suppose the drive on the laptop is clean as well?”

“Of course Sir.

“Sir, I think this phone call is for you.” (Passing me his mobile).

“But we haven’t reception. Ah, you gotta love modern technology – full colour too.”

There was also a helluva lot of work done. Everyone from CPL down got to plan, prepare, give orders and lead an FRT – even the Appys were given a go. They put their hearts and soul into them and did a superb job. There were more than a few suppressed smiles from the old hands at the emergence of the swagger factor upon the successful return of “their” FRT. Their keenness to do such things as tune a mog under blackout put many of us to shame.

They were still Appys though. One morning just on Stand To one of them came into the ops tent ...

“Lushy, what’s up?”

“Reporting in Sir.

“From where?”

“Sir, after my piquet last night I went down to the tardis and after finishing my business my torch battery went flat and I couldn’t find my way back. So IAW orders I wait in location until daylight, and I am now reporting in.

“Very good Lushy, but couldn’t you home in on the boss’s snoring – I put him closest to the tardis so he could act as a beacon.

“Sorry boss, but you are the only person who can be heard from 300 metres out.”

“Thanks Lushy, you can go. 2IC – a word if you please.”

Any thoughts of some contact counselling the 2IC behind the RPS truck was dispelled by news that the CO was coming up for a visit. Shirts were put on, the kettle was cleaned and fresh tea leaves put in the pot. The tricolour off the Clark mast got me one of her looks again, but overall she seemed impressed. On reflection there should be no reason why she wouldn’t be – we had a fully-manned and running CP and EME OPS; returns, ledgers and map boards were in use and up-to-date; FRTs were out and running as per the PAM and production was running concurrently. In short, we were running like we should, just doing our job.

The CO must have thought highly of the service at Cafe 113 as we next got word of an impending visit by the Padre. No drama, we scored the field altar set and the rod burners got to making a RAEME altar piece – even to the extent of painting it in DPCU colours. The Padre was rapt and the full

attendance at the church service in the Mess tent that night was put in good stead with St Eligius for a successful camp.

In keeping with the egalitarian nature of our corps the officers also got their fair share. 2LT Fenn was set up beautifully with the old “tell X that his daughter has just been killed in a car accident” routine.

WO2 Symmans, in a performance worthy of an Oscar, got the shakes, dizzy spells and even tears. It was only the laughter from the Ops tent which gave the game away.

The culmination of the field phase was a Bush Dining-In arranged by the ASM. Once again the rod burners got busy making candelabra, and the local store got raided for suitably coloured candles. Table runners appeared and the tricolour took pride of place.

The dining was a la carte (everyone had to bring what they wanted to eat out of their rat packs), prepared by the head shed. Jack rations appeared out of nowhere and the hors d’oeuvres were of a high order.

The Appys, in bow ties no less (made from pink flagging tape brought for the guy wires on the Clarke mast), even had a wash and found some “product” for their hair. Though there was more than the usual whiff of OMD 115 around them. As a full formal dining-in it went off an absolute treat – Chatham house rules applying.

All good things must come to an end and after the last FRT made it back more-or-less in one piece we packed everything up and got ready to RTU. It was a bit sadder than usual because it was WO2 Harry Symmans last time bush.

Harry, after more than 41 years in uniform, was retiring at the end of the year. Harry isn’t even RAEME – he is RAAOC but has looked after RPS for the wksp for most of his 41 years. We worked it out that this exercise was the 35th AFX he had done with 113, and it will not be quite the same without him. Goodbye old friend.

Back at the unit as we started on the inevitable clean-up the 2IC decided that we needed some music so he brought out an old stereo left in one of the offices and cranked up the volume. Unfortunately his taste in music was a bit too sophisticated for the Appys and I soon had a request for some “real music”. Luckily my 2LT rose to the occasion.

“Mr Fenn, have you any music in that Corvette of yours?”

“I’m an old rocker sir, all I have is some Cold Chisel and some Angels.

“Take a second pip and put it on!”

Not to be outdone, the 113 t-shirt (black of course) soon appeared – on everyone – and all we needed were the mullets to look like Bindoon Rock 83. The volume even brought down the CO and my comment “Ma’am, it’s not rock-and-roll unless it’s loud”, just got a smile rather than the usual look.

After two days of clean up and hard rock our ears may have hurt, but it was great to be RAEME and better to be 113.

Due to concerns about alcohol consumption from Bde HQ (after all, RAEME hardly has a reputation for hard drinking) there were a few concerns about having an end-of-course function. In true RAEME style skulduggery saved the day. We had an Employer and Partners Dinner instead.

The lads got stuck into decorating with a vengeance and cam nets, scrim, a clean Mac wrecker, white tablecloths and satin tricolour table runners emerged like magic. The



employers were rapt, especially when we lied through our teeth telling them how good their Appys were, and even the wives appreciated getting some return for having to put up with the kids alone for two weeks. The CO even forgave me when I misquoted what CSSB stands for.

Overall, a hugely successful exercise with RAEME just doing RAEME stuff and doing it well. We were back to being a field workshop again.

Even the ASM over the course of the exercise went from referring to 113 as “the” Workshop to “my” Workshop. It was a great note to go out on.

So what pearls of wisdom did my retest as OC expose? Firstly, due to our low numbers across the board in the Reserve we cannot regard the Bde Wksp as the primary maintenance facility in a Reserve Brigade, with the JLU taking up the excess.

The Wksp is first and foremost a training institution, with the added responsibility of managing the overall Bde maintenance program.

As part of that training role we have to:

- Take on a broad range of jobs to ensure that all our competencies are maintained – this being especially true with the presence of apprentices
- Be the insurance policy to get urgent work done which cannot be achieved by the JLU’s within the required timeframe

The training role is to train all our personnel to a level of competence that they could slot into any FT workshop that needs them in any environment. This means maintaining all those green grunt-type skills which stop us doing production, and those greasy green and black skills which involve operating as a field workshop. Everyone operating in the field, including the Comd element. A CSST is fun, but we can only properly exercise our full range of skills as a FRG.

What we are not is base workshops. Remember that most of the blokes work and often run their own civvy shops, and do not need to be told how to run a workshop in a building.

Yes, they enjoy swinging a spanner, but if barracks-based second line repair is only what is required then we might as well give it out to their own civvy shops and defence would probably even save money. Enough of the sermon.

As a final comment I will quote myself when I made my second farewell speech to 113: “Last time I said goodbye I stated that there is no greater pleasure for a RAEME Officer than to command a Field Workshop. I was wrong, there is something greater – doing it twice!

And the Commodore still hasn’t had a tune-up.

UNIT JOTTINGS

TLBG-3 TSP

BG Samichom

Greetings from Timor Leste.

If you are one of the two people in the ADF who haven't yet deployed to Timor, we can assure you it's a lovely place. For those of you who have, we're sure you recall the sensory overload you experience when hitting the ground – particularly the sweet aroma of sewage and the gentle tease of burning tyres and mank.



The TSP for this rotation is drawn from (as the Battle Group name suggests) 2 RAR with extra personnel from a wide variety of units from Townsville. The TSP consists of the following reprobates:

HQ

CAPT "Ninja Killer" McErlean

SGT "Squint" Bargenquast

VEHICLE SECTION

CPL "Super Size Me" Turner

LCPL "Command Pad" Purchase

CFN "Hydroxycut" Badullovich

CFN "Bed Sores" Broadwith

CFN "The Narooma Darkness" Brown

CFN "Mad Dog" Foster

CFN "Hommus" Watts

GE SECTION

CPL "Mil Press" Boettcher

CFN "Suckworth" Henderson

CFN "Norbit" Rodway

CFN "Quentin" Sheppard

EIR

CFN "Adam" Kearns

CFN "Steroid" Antonovich

CFN "The Blob" Frankcombe

CFN "Thorpie" Schubert

RECOVERY

CPL "Hevilift" Crawford

LCPL "Call Me CPL" Wicks

CFN "Psycho" Eagers

RPS

CPL "Falcon" Faulkner

PTE "Cell Mass" Hardie

PTE "Aspen" Ewart

With the bit of work we had on when we arrived someone thought it would be a good idea if we had a few additional blokes to help out. These "I'll do my 91 days" fellas were:

SGT "Deca" Richardson

CPL "Chatroom" Ricketts

CFN "Souvlaki" Walsh

CFN "Humpty" Edwards and

CFN "No Nickname" Evison

With the workshop now full it has become a fun-filled environment – no horseplay but the humming of swinging spanners. With the purchase of a four-metre pool (that no-one knows about) and the construction of the "Moral Hut" the heat has become a thing of the past, and has made the workshop the envy of all those who come by and smell the chlorine.

VEHICLE SECTION

The Vehicle section touched down in-country with spanners in hand and hit the ground running. Under instruction from JTF 631 our section is required to conduct complete inspections on all bits of kit in-country to determine the overall health status of our vehicles.

So the section split into two – "inspection team" and "repair team" – and we set about on our merry way.





“Inspection team” consists of Deca and Bed Sores in FRT 1, and Hydroxycut and Mad Dog in FRT 2. The boys have a busy couple of months ahead of them as the Battle Group is spread to all reaches of the country.

“Repair team”, under the careful guidance of Super Size Me and Command Pad, have the gruelling task of repairing all faults found by the inspection team, as well as keeping the servicing of our fleet up-to-date.

But with the likes of Hommus, The Narooma Darkness, No Nickname, Souvlaki and Humpty there should be little to worry about as these blokes have already shown their worth, particularly The Darkness whose exploits have been picked up by newspapers across the country.

Well done Brownny, but we all know the local version of the story is the real one. Since when could you string a sentence together anyway?

GE SECTION

TLBG3 GE Section has shot into action with both barrels loaded. All the Fitters have been travelling to the local FOB’s, tech inspecting weapons and various miscellaneous equipment as well as attempting to acquire quotes for tools and equipment from the local hardware stores.

We have found it quite surprising to see some of the stock that East Timorese hardware stores hold – they aint no Bunnings, but luckily they can speak English well.

It’s normally a paper, scissors, rock-off to see who gets to go into the store as the loser has to guard the vehicle and take the barrage of local hawkers selling blankets and jiggy-jig. What sort did you say you prefer Falcon?

Suckworth has started welding the nation by beautifying the workshop with grinding dust and welding spatter. He has started fabricating masterpieces to aid in all types of needs for the various sub-units in the H-POD, as well as fighting off the local women.

The boys are also getting on well with the neighbouring local kids doing good deals for bottled aqua for a look at Crazy the “Bonlero” monkey who has got some great bling in his ear and no tail.

We are looking forward to a good tour and pumping plenty of production out to make the time go quickly. We’ll scratch ya all later and catch up for a beer when we return to Oz.

EIR SECTION

TLBG3 got off to a flying start with Thorpie jumping into the deep end, setting up for the Hotel Timor benefit concert on his first days in-country. He set up the boys who helped him out with food, chocolate cake and a swim.

But it seems we needed a re-test so Thorpie and The Blob headed east to Baucau to set up for another concert, which ended up not even needing a generator. It was worth all the while though, or so we were told.

Not long after, Adam and Steroid showed up to help with the substantial backlog. There is plenty of work for ECN 421 The Blob as the last bloke was only instruments qualified. There is a mountain of radio gear to be fixed, or at least tagged and bagged.

The Eleckies are now busy setting up power to the far corners of the country. Slowly but surely we are cutting down the backlog, considering the obstacles, particularly the Recovery Mechanics who have a heap of emails to get through. They sure know how to fire up when confronted about writing emails to their mummies.

RPS

The RPS blokes were asked to submit a story but have been too busy hanging out with their RAAOC buddies over at the Q Store. Done any personal grooming tasks for the QM lately Aspen?

RECOVERY SECTION

The recovery section hit the ground running on September 25 and has kept up a steady pace since then. Hevilift, Psycho and Call Me CPL have been carrying out inspections on the Battle Group’s vehicle winches and tie-down equipment, with the odd recovery job or none in for good measure.

In keeping with the traditional trade rivalry the Recovery section has had to come to the aid of the Greasers when they just didn’t have the minerals to get all the servicing done on time. We certainly earned our pay for that half hour of work as holding onto small tools with stumpy digits was a struggle, and one which we Reccy Mechs have to deal with on a continual basis.

After helping out the “premier trade” in the workshops, Recovery has also managed to conduct some in-house training on Gunnery and trade-related topics (also known as heated discussions or Hevilift and Call Me CPL bitching at each other all day).

With the big wet about to set upon us here’s hoping we get some good jobs to write home about.

As we’ll still be here. We look forward to coming up with something better for the next edition.

Merry Christmas to all and have a Diet Coke for us.

Arte et Marte

OBG(W)-3 OP CATALYST JUN – DEC 2007

On 22 May 2007 the first elements of the workshops for OBG(W)-3 left Darwin, arriving in Tallil on May 25. The workshops included personnel from 1 CSSB, 2 Cav Regt, 5 RAR, 1 CER (including two RAE tradesmen) and 1 CSR.

By June 12 the workshop was complete on the ground and in full support of the Battle Group. The work rate quickly settled into the normal steady rate followed by periods of intense activity, before returning to steady again.



The A1 Echelon for Combat Team (CT) Courage was fully manned by personnel from 2 Cav Regt ably led by WO2 Tom McIntyre. Of course Tom couldn't do it all himself and his two SGTs, SGT Dennis Maher and SGT Colin Rout shared the load.

Add to that the experience of blokes such as CPL Dave Evans CPL (now SGT) Gary "Tommy" Tucker and CFNs Peter Fitzgerald, Matthew Webb and Chris Newman, making this a very tight-knit group with the advantage of having worked together previously. This shone through with the high level of equipment readiness they were able to maintain for the Combat Team. Tom was a hard task master and his team were often seen working well into the night to ensure that the OC could use all of his cars whenever he wanted to.

The A1 Echelon for CT Sabre was a mixture of 5 RAR, SGT Richard "FJ" Holden, CPL (now SGT) Alan Croke and CFN Joshua Relton with 1 CSSB supplying VMs with CFNs Gary Knight, Aaron Barnett and Rec Mech CFN Russel Savage.

After limited time training together during the MRE, and very little IMV experience between them, this group hit the

ground running and never looked back. While FJ had a different style, this group also burnt the midnight oil in order to ensure that CT Sabre was always ready to go out the gate.

The A2 was another mixed bag with the RPS coming from 1 CSSB, WO2 Peter Wilkes (our resident Pommy) was the WOCON assisted by CPL Michael Cook and PTEs Paul Bell and William Riley. This team was able to provide most of what was needed, nearly all of the time.

A lot of anxious time spent waiting for the next re-supply, and frantic efforts by phone and email to encourage the support base in Australia, seemed to sum up the daily routine for the RPS.

GE was kept busy just staying ahead of the seemingly endless rounds of inspections, servicing and repairs to the full range of AS weapons – and a few Iraq/Russian ones as well.

SGT Joel Anderson, LCPL James Wakely with CFNs Marc "Radar" Rielly and David Melmeth were able to keep their heads above water and keep everything going. CFN Rielly even managed a bit of lathe work just to keep the hand in and also produce some rare spares.

CFN Paul Fiannaca, the welder, proved yet again that welders are a strange but resourceful breed. Along with his GE mates he spent time in the base tip "recycling" material to ensure jobs could be completed.

EIR was split with three from 5 RAR – CPL Aaron Strid, CPL Geoff Hanley (Elec) and CFN Peter "Tex" Middleton – along with two from 1 CSSB in the form of CPL Troy Decker and CFN Mark "Max" Walker.

These blokes were thrown in at the deep end with little training together and almost no knowledge of special equipment, yet they managed to get through without letting any smoke out or misplacing any of the shims and mirrors.

Vehicle section, the heart of any good workshop, was as usual the busiest with a constant stream of damaged and broken cars being presented to have miracles performed and preferably finished the day before. SGT Stephen Bland led an all 1 CSSB crew who brought with them a mix of

qualifications and experience. Like most of our young tradesmen in this modern Army they had all done the courses, but very few had actually worked on the equipment.

If anything, this worked to our advantage with no-one scared of making mistakes and no-one poking fun if they did.

Foreman material was provided by CPL James Field, LCPLs Craig Ladek, Glen Miles and Joel Sheridan. Of course with that many chiefs there had to be some indians in the form of CFNs Ben John, John Grant, Peter Hardy, Andrew (Paris) Hyatt and our erstwhile VM/Recovery Mech Karl Langhanki.

While the broken equipment was parked in the vehicle section it was never their domain, and to see these blokes including boffins, Welders, VMs and Fitters attack a piece of equipment and bring it back online in seemingly impossible timeframes was a delight for an old ASM to behold. Although, sometimes this worked against us when miracles became the minimum expected.

If you want to get a rise next time you see him ask SGT Frank Keitaanpaa about ASLAV tyres in Iraq. Frank was both the resident HRV Operator and the ever-popular tyre man.

The Engineers (1 CER) were represented by LCPL Paul "Esky" Krasevskis (Elec) and SPR Yunek "Booga" Vonarburg (Chippy). These two were kept busy rearranging the buildings to suit the new occupants. Army officers could show most women a thing or two about rearranging furniture.

EMEOPS was there as well with LT Steve Towner from 5 RAR, SGT (now WO2) Norm Schonrock from 1 CER and PTE Troy Street (1 CSR). We still don't know how PTE Street got on the trip as he simply turned up in Cultana one day and said he was coming with us.

Now that we are back in Australia we will lose a few to discharge, and that seems to be the norm. A couple move on with promotion including WO2 Norm Schonrock (2 CER), SGT Gary Tucker (ALTC) and SGT Alan Croke (7 RAR). We congratulate them and all the best in their new jobs.

The rest of us will turn up for work in 2008 ready to start all over again. We did what was asked of us by the Battle Group, and more. Operational availability sat at 95 per cent or better

each and every day, and you can't ask for more than that.

The two photos attached with this are just about everybody, with the A2 and A1 from CT Courage in one photo and the A1 from CT Sabre in the other. The only bloke missing is LT Towner who was off on another task.

17TH CONSTRUCTION SQUADRON WORKSHOPS

MEMBERS IN 2007

HQ

CAPT Briohny Rielly

WO2 Danny Crump (posted out 08)

SGT Andrew Page

GREASERS (SLACKERS)

SGT Steven Wosgien

SGT Mark Ker-David (posted out 08)

CPL Wade Greenstreet

CPL Ian Roberts

CPL Nathan Bone (posted out 08)

CFN James Black

CFN James Burgum

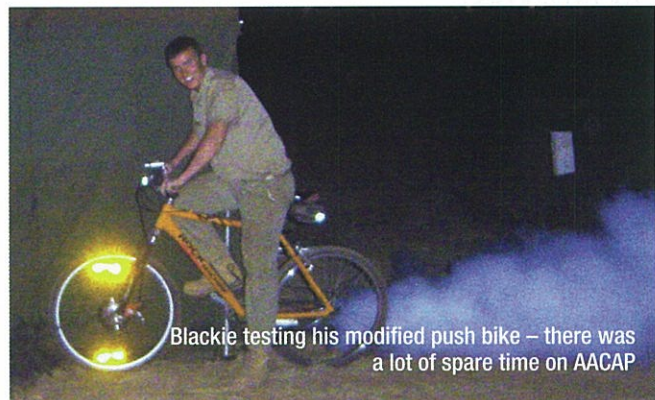
CFN Trent Burnham

CFN Phillip Gard

CFN Nicholas Howlett (posted out 08)

CFN Michael McKenzie (discharge Dec 07)

CFN Aaron Shelton



Blackie testing his modified push bike – there was a lot of spare time on AACAP



A picture of the new Workshop – notice there are no Greasers



(From left) CPL Gissane, SGT Ker-David, CFN Black, CFN Burgum, LCPL Clarke, CFN Brown, CFN Small, CPL Ryan, CPL Tynan, CPL de Waard

RECOVERY

LCPL Jamie Clarke (posted out 08)

GE (WORKERS)

Elec CPL Frank de Waard (posted out 08)

CFN Steve Brown

Weld CPL Todd Ryan

Fitt Arm CPL Jon Tynan

CFN Richard Urbanavicius

G'day to all fellow RAEME legends out there in the world of the workers. 2007 has been another busy year for the members of 17 Wksp Tp.

It started with a fresh feel to it with a lot of new march-ins and a new Workshop facility to finally replace the old WWII vintage hanger-style OH&S nightmare that was the Vehicle workshop. The greasers can now work without fear of a shed collapse, and they can even stay dry when it rains.

However, even with the new facilities and fully-manned Vehicle section the camouflage and evasion skills of Crafties are still as good as ever with a full-scale search mission still required to find members on the floor. There are still some finishing touches required but hey, it was built by our very own Engineers so we can't be too harsh.

The new Wksp was christened by a very successful Spanner Club earlier in the year where much drink was consumed and everyone tried to convince each other that their unit had the most un-user friendly soldiers in it.

The first half of the year was used to gear-up for AACAP in sunny Doomadgee, and in July half of the boys were off into outback Queensland for a great adventure with awesome scenery and great fishing (so we were told by our ASM, a veteran of many AACAPs), only to find nothing but dust, dust and more dust.

Still there was the fishing, but after a day on a charter boat the boys left the only legal size fish on the boat and that was the end of the fishing. Where is that ASM? That's right, he didn't come. He must have known.

It didn't take long before the Engineers started to break everything and we were flat out. Our fitter managed to test out the braking power of a Land Cruiser on a dirt road, but didn't quite judge it correctly. The horse he hit did not live to tell his version of the story. He was also flat out with the pumps and wacker packers that the Engineers had flogged.

Elec were just totally overrun with work (did nothing), but managed to get through it with the edition of Steve (where is that phone?) Brown halfway through the deployment.

Todd the welder had a steady flow of items to manufacture and the greasers ... well they were the greasers. Always a better way to do it according to Smally, what's the point of doing it when it will be stuffed again soon according to Blackie, and I'll just get on and do it Burgs (with a two-week long skive trip to Townsville with the Reckie Mech in-between).

Clarky, our tow rag, spent most of his time in the gym lifting heavy things and was more than happy to let transport do his job for him. Every time his truck was needed he seemed to find another XX fault. He also developed a strange friendship with Burgs the Greaser, they were often seen taking long walks together and were never too far apart.

The time up there seemed to drag and after many visits from various big wigs that told us how important the Engineers are, and what a good job they are doing, it finally came to an end in mid September with all members happy to be back home.

The other half of the Workshop enjoyed a leisurely time back in barracks on rear details. With most of the unit gone they honed their skills in you guessed it, skiving and mountain biking. Burny tried to defy gravity out the back on his bike only to find that gravity wins every time which resulted in numerous falls into the creek.

Other activities on rear details included lawn bowls on a Thursday afternoon, range shoots and for some unknown reason a major interest in darts as most members of the rear



details now bring their own set of darts to play with. Eagle eye Robbo is even seen sharpening his set and quoting lines from the movie *Sniper*.

With everyone back on deck now work is the main priority (still the Greasers floor is empty), while we fulfil our refit to fight role for the next few weeks until the Unit starts training until the end of the year for a possible trip to the sandpit.

All members of the Wksp are looking forward to weeks of training for the possibility of a trip that only a handful will actually get. We are also heavily involved in the usual, and far more important, planning our end-of-year functions and farewells. So until next year good luck with the ham-fisted members of the Army and see you in 2008.

101 INF/FD WKSP 50TH ANNIVERSARY DARWIN 2007

101 INF WKSP was raised in Puckapunyal in 1957. The unit was moved to Ingleburn by 2IC Alex Higgins in 1960 and had a name change to 101 FD WKSP.

The unit is now based at Robertson Barracks, Darwin, with a name change to 101 WKSP Coy 1 CSSB. The 50th anniversary of the Unit was organised by Gary Hodges, president of the 101 Wksp Association, which was held over April 24, 25 and 26 including a dinner with partners at the Crown Hotel.

There was an Open Day display and barbecue at 101 Wksp Coy, then on ANZAC Day 90 members marched with our own banner and as a Unit through the streets of Darwin.

The reunion was attended by seven members of the original 101 Inf Wksp Pucka who led the march with Jack Wilson 101 Fd Wksp Vietnam.

Membership is growing stronger as word gets out that the best workshop RAEME has ever had is up and running in Darwin, and that we have an Association with about 300 ex serving members.

We do not discriminate – all who served at 101, veterans and non-veterans past and serving members are welcome.

Gary Hodges – garyhodges88@gmail.com





102 FIELD WORKSHOPS CATA 2007

In May '07 the mighty 102 Fd Wksp deployed to High Range Training Area to participate in CATA 07. Travel to the Ex was done by road with other Battalion elements.

During the run the Unit only suffered minor casualties until the TTW's brakes locked, causing it to come to a rapid halt. Luckily SGT Williams's FRT was in close proximity of the croc and they were able to rectify the fault. The push continued and we arrived at Range Control at about 5pm.

Shortly after the TTW stopped again with the same fault as before. The call was made and it was Recovery's turn to shine, so the HRV was called in driven by CFN Wood and CFN Studders. The vehicle was towed to our new home within the Range.

Not long after arriving the workshop was on the ground. We set up as though it was routine, having practiced shaking out so many times. After a week of platoon training (planned punishment) the boss decided that 3 CSSB was ready to deploy to battle. An advance party was assembled and greeted on arrival by the OC MAJ Jenkinson, who at the time no-one could identify because he was covered from head to toe in spear-grass seeds.

On the convoy to our new loc on the battlefield the TTW had a blowout and had to be recovered again. Some 12 hours later we were on the ground, cam nets set up, shell scrapes dug, and we were tasked to erect the big top. Upon completion it looked as though a circus had come to town.

The boys were happy with themselves and having conquered this feat they gathered for a yarn. As they spoke one of the boys almost lost his balance when all realised they weren't alone. They had just been ambushed by a squadron of mozzies and CFN Wheeler got entangled in an orb web. Two machetes and some elbow grease and he was free.

Off in the distance we could hear our poor Sparkies laying their precious FPDS around the position, suppling power to the battalion for creature comforts like lighting and powering urns.

Vehicle platoon, under the okay from the OC, were able to change the scenery of their new position by cutting the waist-high spear grass to a more workable length to aid in the repair of vehicles and equipment.

Shortly after, the work began to roll in and the Fitters were swamped with a whopping 500 bayonets which required inspection. EIR tried to hide in their shelters, as they do, repairing the small backlog of equipment they brought with them that consisted of NVGs, NWSs, Raven Radios and portable TVs. In the downtime the boys were able to hone their card skills with a 500 championship.

Now about that TTW. It was fixed and ready for a test drive. WO2 Payne and CFN Wheeler took the vehicle for a spin when all of a sudden there was a deafening bang. The brakes locked again and CFN Wheeler shot out the door frightened by the noise, checking himself to see if he was still intact and if he had an accident (ha).

However, some of the other highlights that workshops had endured included WO2 Greenfield finding his PI Comd, LT Fleming, wandering the position at a very dark 0200 looking for his pit. CPL Tattersall (Tatts) had the boring job of



ensuring that the TTFs delivered quality diesel fuel and the water pods had crystal-clear water instead of the murky brown water we were getting.

CFN Richardson (Richo) and CFN Lewy decided they should not pursue their dreams of being poets. CFN Galicic, the driver of the Vengabus, was happy to entertain his guests with his pumping house and beats from his mobile disco.

SGT Martin wrote up lessons, while unsuspecting Diggers like CFN Flett were given the opportunity to teach them. Recovery Pl, aka moral platoon, provided us with entertaining magazines and ice cold drinks. HQ always maintained a high standard of professionalism with the release of new rules, laws and orders. The RPS did a great job of keeping us with a constant supply of parts to keep us running.

TALISMAN SABRE 07 WORKSHOP PLATOON

Talisman Sabre 2007 got off to a bit of a shaky start with 3 CSST embarking and disembarking on *HMAS Tobruk* a number of times before we finally headed off to "the most prestigious training area in the world", Shoalwater Bay.

The trip was filled with plenty of lessons and flight-deck PT. Everyone participated in physically-demanding sessions such as boxing circuits, followed by more boxing circuits which the Padre took on with huge enthusiasm.

All the boys marked time by playing cards, reading and movie marathons with Arnie and Sly. CFN "DJ" Galicic filled time by capturing festivities with his camera. A few people were seasick, but it was pretty smooth sailing. Waiting was the hardest part with 2 RAR disembarking first for a beach assault. The tides played their part, as the windows for us

disembarking were fairly narrow.

Finally we reached the shore via LCM8 and HLC with only a few hiccups. A Rover copped the brunt of the damage after it slipped out of low range reversing down the ramp and hit a Merlo. Once ashore the weather was the biggest obstacle with a constant downpour of rain. Finally, after a full day's wait, we reached our Samuel Hill position.

The next day we set up what would be our final camp. CFN Galicic and CFN "Turtle" Turnell quickly created a makeshift nightclub with excellent shelter and poor techno music sounding throughout workshops. CFN "Squealer" Wheeler was quickly promoted to DJ by the boys, but it was more shelter he was seeking and a break from the drone of the 16 KVA setup by none other than CFN "Watto" Watkinson.

LCPL Wicks, CFN Wood, CFN Eagers and the WORM WO2 Venables were flying the flag for Recovery by rescuing our greatest friend the Truckies who were getting bogged almost everywhere they could.

LT "Lumberjack" Fleming was busy helping out and running the mighty platoon, while the VMs were busy trying to look busy. CFN "Wally" Walters and CPL Sweeney both came down on the road party and made the picket list look better before they left again.

CPL "Pom" Griffiths and CFN "Sarge" Rhodes were keeping everyone entertained with their enthralling war stories while CFN Ruthenburg and CFN Johnson-Briggs hung on every word. SGT "Mick" Connolly was heading the free trade agreement, with the Yanks taking advantage of their trust and obtaining some good marine kit. Eventually a few of the boys left for Townsville leaving behind a smaller contingent.

A few tasks came up for escort parties after the ambulance got stuck with a Priority-2 casualty and was lost for 12 hours. As all good things do, the Ex was coming to an end and we left for home getting to Sarina to spend the night and onto Townsville the next day. We arrived home thinking how lucky we were.

CFN Frankcombe

TST 4 FD REGT LCPL Underwood

Tech Support Troop 4th Field Regiment has had quite a busy time since our last instalment in the Crafty magazine. We have had members deployed on several different operations and overseas exercises. The roles that we have filled have varied from emergency evacuation team members through to Riflemen and even a couple of trips actually doing our trade.

Our new OC CAPT Keith "Chas" Chambers started his time in April after completing a tour of Afghanistan on Operation Slipper. Our first 2IC LT Wood has spent the majority of this year doing the job of an Infantry Platoon Commander as part of Golf Company 1 RAR for their trip to Timor.

On the same deployment our resident Tiffy Sergeant, SGT Connor, has been deployed as the Transport Supervisor for 1 RAR. CPL Maslin our Recovery Mechanic is also deployed with 1 RAR as a Section Commander within G Company (not as a Recovery Mechanic). In addition, other members of TST were deployed as Riflemen in Timor. These Infantry members were CFN Roache, CFN Scott and CFN Torpy.

Last year some other members of TST were deployed outside their trade and formed part of Evacuation Handling Centre teams in Lebanon and Fiji. On the Lebanon deployment, Craftsman Sheehan actually set foot on land in Turkey. SGT Andy Massard, our RPS Sergeant had an all-expenses paid trip around the South Pacific without ever getting off the boat.

Apart from combat operations we have also deployed members to Rifle Company Butterworth. TST was fortunate enough to be involved with two deployments to Butterworth.

The first Butterworth rotation consisted of CPL Tim Budden, LCPL Jones and CFN Riseley employed within their

trade. The second rotation to Butterworth had CFN Jasperse and CFN Sheehan filling Infantry positions (Riflemen).

TST has been stretched very thin with people away on trips and members discharging. CPL Budden was the first to go, heading south to the mines chasing an extra dollar or two.

SGT Willson (107 Tiffy), who completed 20-years of service moved into the APS stream in Canberra. CPL Towart has experienced a prolonged absence and SGT Allen had a period of long-service leave.

The GE and Gun Servicing sections were left extremely undermanned, leaving LCPL Jones doing the job of both Tiffy Sergeant and GE Sergeant. Once again it was proven that CPLs and Crafties really do run the Army.

CFN McCartney, our remaining member of the Recovery section also separated from the Army.

The MRV finally was back on the road after being grounded for a 12-month period. We were required to play the "find that part" game with JLU and "re-raise that requisition" again because of Christmas, and the Field Supply Company had other priorities. We have finally received the truck, however we have no-one left to operate the asset.

As our members were flashing away overseas we still had the maintainance liability of the Unit's equipment, and providing additional support to the more mundane activities like CATA and TALISMAN SABRE.

These activities saw elements from A Field and 108 Field batteries combine together in order to deploy a Battery minus in the field.

RAEME Airborne members CPL "Bob" Revermann and CPL Chadwick enjoyed their two-minute noodles and ration packs, while LCPL Underwood and CFN Sheehan had to choose between barbecue spare ribs or steak and egg sandwiches.

As the year draws to a close we are seeing more members deploy overseas. SGT Schou and SGT Massard are heading off to build some sand castles in a gravel pit (RTF3), and CFN Jasperse heads off to Timor as part of a CIMIC team.

Finally, we will say farewell to several members of TST at the end of the year as they head off on postings around the country.

Good luck to all those members and their families, safe travels and best wishes to you all. For all those lucky members who are staying in the mighty Regiment, keep up the good work and hope to see you all in future.

OC CAPT K. CHAMBERS (ABC, ABK,) staying on as CSS BC/BK/OC TST

2IC LT S. CADAN (please stand up) staying on as 2IC

OTHER 2IC LT M. WOOD (superstar) posted to 3 CSSB

ASM WO2 S. BURDEN (essentially) posted to SCMA

GE SGT D. ALLEN (full factory rebuild) posted to 6 RAR

107 TIFFIE SGT C. CONNOR (don't mention the ashes) staying on at 4FD

VEH SECT SGT S. SCHOU (Kiwi) staying on at 4FD

RPS SECT SGT A. MASSARD (good game) posted to 3 CSSB

108 TIFFIE SGT S. WILSON (bear) discharged

RPS CPL A. NOORMETS (spanner snapper normy) staying on at 4FD

VM CPL J. PROWSE staying on at 4FD (TST Recruit Instructor)

GE CPL A. TOWART staying on at 4FD (our scout leader)





GUN SVC LCPL J. JONES (SOM man) posted to 10 FSB
VM LCPL M. UNDERWOOD (underpants) posted to the Pilbara Regt
RPS SECT LCPL S. BEST (have you heard about the steel shortage) staying on at 4FD
GE CFN J. BOOTH (speedy) staying on at 4FD
GUN SVC CFN C. BOYER (barbecue-1) posted to 10 FSB
ELEC SECT CFN C. GALVIN (I am not a boffin)
VM CFN S. HEAMES (running man Sam) staying on at 4FD
VM CFN S. JASPERSE (the son of) staying on at 4FD
RECOVERY CFN R. McCARTNEY discharged
VM CFN D. MURPHY (stretch) staying on at 4FD
VM CFN D. RISELEY (chop) staying on at 4FD
VM CFN M. ROACHE (this is f*#@ed) staying on at 4FD
GUN SVC CFN T. SCOTT (barbecue king) posted to Darwin or Singleton
GUN SVC CFN J. SHEEHAN (I missed the bus again!) staying on at 4FD
ELEC SECT CFN E. TORPY (Edwardoe torpedo) staying on at 4FD
VM Drake MR S. OVERD (Pom)
Prod Clk Drake MS T. BELL (princess)

101 WKSP COY UNIT JOTTING

The second half of 2007 was a period when the members of 101st Wksp Coy had no time to sit back, relax and have a flick through their favourite EMEI.

While June started relatively quietly, it did see the return of members from deployment to southern Iraq as part of OBG (W)-2. Those who remained in the Company were bracing for the onset of Exercise Southern Reach 02/07.

In mid August a large proportion of the Company deployed in support of the CTC Heavy Rotation to Cultana Field Training Area SA, which saw the M1A1 Abrahms put through its paces for the first time.

Dependencies associated with the rotation such as elements of 2nd Cavalry Regiment and 8/12 Medium Regiment, along with the Abrahms themselves, kept the FRG busy over the six-week period from mid Aug–Oct when it was deployed in

the area. Of note were the long hours sustained by the GE members in supporting 1 Armd to replace tracks on the fleet of Abrahms, with members working well into the early hours of the morning on a number of occasions.

Prior to supporting the Bde exercise the FRG was involved in a 10-day tactical deployment into the field, which provided an excellent learning experience for some of the newer members of the company. It was also an excellent opportunity for the PI Commanders to practice their own drills in deploying platoon-sized elements in the field.

October saw the Company go through a period of reorganisation, as members who had been away on deployment fitted back in with those who had remained behind, and the separation of the Wksp Coy members from TPT Coy. In addition a number of platoons were introduced to new Platoon Commanders: LT Armour (GE/RECOV PL), LT Mooney (EIR PL), LT Smith (Veh LT PL), LT Swain (Veh Mdm/Hvy PL).

November saw the Wksp members come together in an informal setting for the now infamous Wksp Pirate Night 2007. Every man and his bird turned up dressed in their finest seagoing kit in an attempt to be deemed worthy to take his/her place on the Captain's Crew.

The Captains' ship was a 30-metre long construction designed by members of the Company with a deck, mast, sails and lighting. The Company hierarchy were convicted of crimes against the ship and forced to walk the plank into a well-constructed water tank. A great night was had by all, including some slightly soggy WO's and OFFR's.

As the end of the year approaches a number of key personnel will be leaving the Company on posting. The OC, MAJ Nathan Archer, leaves us to return to Canberra to attend Staff College. The ASM, WO1 Scott Langham, is headed for Bris Vegas as ASM 2 CER.

Company 2IC, CAPT Peter Solomon, departs to take up his new posting at ALTC in the New Year. Other members leaving the Coy are LT Brian Smith, WO2 McKey, SGT Lee Cowsell, SGT Chris "Skip" Miles, SGT Mal White, SGT "Bob" Mitchell, SGT Brooke Buchan, SGT Simon Butler and SGT Kevin Fogarty.

The saddest farewell from the Unit is saved for CPL William "Billy" Singh who passed away after a short battle with illness in late October. Bill enlisted on 9 July 1969 and provided continuous service to his Nation up until weeks before his passing. Those who knew him, knew Bill as the consummate professional when it came to the Recovery Mechanic trade, and a man who could always get the job done.

Bill will be remembered as one of the truly great Craftsmen who have served within the Corps, and his loss will be felt by all Corps members. A memorial service was held for Bill at the Robertson Barracks Chaplaincy Centre on 3 Nov 2007 with the entire Unit in attendance along with many members from 1st Aviation Regiment and senior members of 1 Bde.

The past four to six months in 101 Wksp Coy has proven to be very busy, and the New Year looks to be shaping up to be very much the same.

With 1 CSSB in line to support a number of deployments over the next 12-18 months, now is a very exciting time to be a member of 101 Wksp Coy.



CAPT A. Harvey, CFN A. Duniam, SGT S. Bernau, CPL T. Knowles



HRV lift towing an USMC HEMTT PLS



Lesson learnt – don't mess with RAEME



CFN King controlling a winch task



In January we look forward to welcoming a large number of new march-ins as well as MAJ Peter Baxter and Vice MAJ Archer as the OC. We wish all members of the Corps a very merry Christmas and a safe and happy New Year.

Vale William "Billy" Singh

3 RECOVERY COMPANY
CFN Adam Matthews

"So it is looking like it will be a busy 12 months for the only Recovery Company in the Army – The Mighty 3." (Feb 2007, Issue 50 – *The Lighting Flash Victoria*).

The text says it all! The year started with the same old routine, mandatory training and servicing the fleet and repairing the HRVs after the 2006 Christmas bush fire deployment.

We received the order to start preparing for deployment to *Talisman Sabre '07*. The first crew to deploy was CFN "Popeye" Duniam and CFN "Merlo" Matthews. About one month later SGT "Richie" Bernau and CPL "Shannon" Knowles arrived.

No sooner had we arrived than the HRVs were grounded due to cracks in the chassis. So for about a month we played Mechanics TAs. As it happened Merlo had to leave, and no sooner had he left that day when the work came in non-stop for about four weeks.

After *Talisman Sabre* we conducted a Unit training weekend which involved 3 Recovery deploying FRT's round south-east Gippsland Victoria locating and recovering car bodies out of some interesting terrain.

CPL "Maxie" Walker and CFN "Popeye" Duniam deployed to AACAP which was this year in Doomadgee. The FRT was based out of Cloncurry.

We've also held two Unit dinners which were both great nights. On the night of the second dinner CFN K. Bathols was awarded the ARES Craftsman of the Year award and CFN A. Duniam was awarded the ARA Craftsman of the Year.

We're now preparing the fleet for another year of bush fires if we are called upon to help the local community.

Arte et Marte



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