

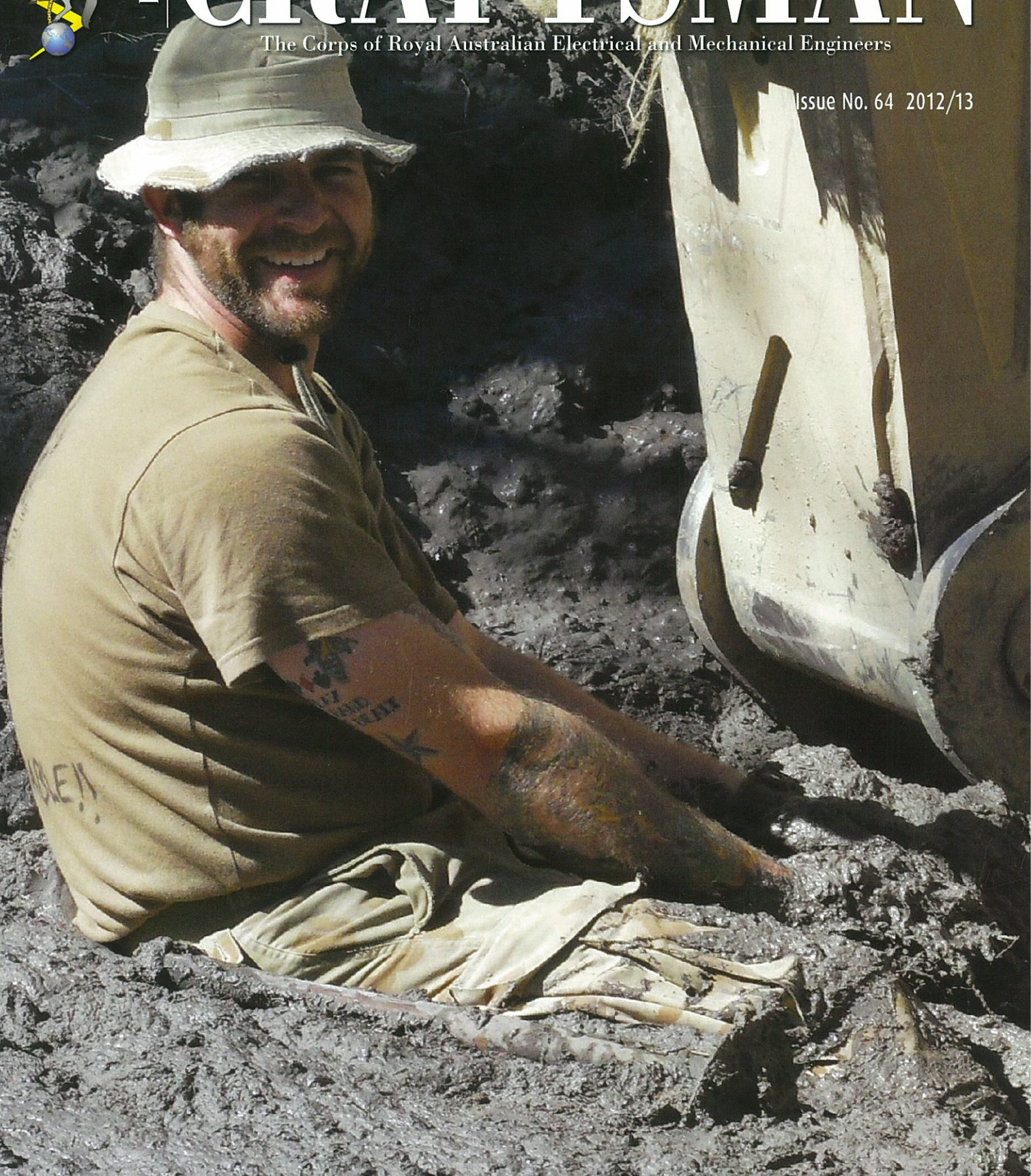


RAEME

CRAFTSMAN

The Corps of Royal Australian Electrical and Mechanical Engineers

Issue No. 64 2012/13



RAEME Craftsman magazine now available online:

<http://walshmedia.realviewtechnologies.com/?xml=Craftsman&iid=68921>

EDITORIAL BOARD

EDITOR:

MAJ GRAHAM ANDERSON

EMAIL

graham.anderson@defence.gov.au

FOR NEXT ISSUE

Articles should be sent to:

The Editor

The RAEME Craftsman

S02 Corps Heritage

HOC, ALTC

Milpo, Bandiana 3694

DEADLINE

1 June 2013

Please note: Photos should be in colour if possible, with caption included. Images should ideally be at least 300dpi and saved as a JPEG or TIFF. Save your text in Microsoft Word. Email or send your disc and photos and we'll take it from there.

DISCLAIMER

The views expressed in this journal are the personal views of the authors, and unless otherwise stated, do not in any way reflect RAEME policy.

Published by:



Walsh Media Services Pty Ltd
Level 3, 18-20 Grenfell Street
Adelaide SA 5000

GPO Box 2089, Adelaide SA 5000

Phone: (08) 8221 5600

Fax: (08) 8221 5601

Email: admin@walshmedia.com.au

Web: www.walshmedia.com.au

The attention of advertisers is drawn to the Trade Practices Act 1974 and the provisions in the Act which apply to advertising. It is not possible for the Corps of the Royal Australian Electrical and Mechanical Engineers to ensure that the advertisements which are published in this magazine comply in all respects with the Act and the responsibility must therefore be on the person, company or advertising agency submitting the advertisement for publication.

Walsh Media Services Pty Ltd and RAEME reserve the right to refuse any advertisement without stating the reason. All original material produced in this magazine remains the property of the publishers and cannot be reproduced without authority. No responsibility is accepted for incorrect information contained in advertisements or editorials.

RAEME CRAFTSMAN

The Corps of Royal Australian Electrical and Mechanical Engineers

Issue No. 64 2012

Front cover: SGT Benny Hewlett - 7 RAR, enjoying the challenges of a soggy SWBTA, read his account inside.

contents

regular items

Head of Corps Message	3
DHOC (Ground) Report	4
S02 Corps Report	7
Corps RSM Report	8
Corps Heritage	10
Corps Awards	12
Vale Notices	17



articles

RAEME Doctrine	18
8/12 REGT - Intro of the M777	19
Tough Mudders	20
RAEME Aviation - Plan Pelican	22
RAEME CELL, Development Group	23
An Old Friend Returns - Remus Rover ..	24
2012 Team Army	25
RAEME Pictorial History Book Project ...	26
Special Ops Rapid Fabrication Cell	28
School of Transport Maritime Wing	30
Service Maintenance Training	32
AVN Log Section	33
The Unrecoverable - 7 RAR (Mech)	34
Qld Mustang Spares Drag Car	38
107 Field Workshop	39
Mentoring Task Force Four	40
Unit Jottings	42





The New Kempact RA range

Turn it on for a rapid, quality weld

Created specifically for the modern mechanic and body shop repairer, the Kempact RA range sets new standards in delivering outstanding welding performance in the compact MIG/MAG class.

Packed with new technologies, the Kempact RA series features Brights™ cabinet lighting, WireLine™ service indicator and the GasMate™ chassis design - all for easy welding. Users can choose from 180, 250 and 320 ampere power sources in either Regular or Adaptive models. All models help deliver precision welding and energy cost savings. For more details call 1300 Go Kemppti or email Info.au@kemppti.com



Head of Corps Message

BRIG David A. Creagh AM

As has been the case for each of my previous HOC articles I have commenced by remarking on how this year, like all the previous years has kicked off at a cracking pace. No matter where you are life is busy, our operational tempo remains high and we continue to be challenged by balancing our obligations between our highest priority – support to operations and the competing demands of what can only be described as a very busy Raise, Train and Sustain battle rhythm. 2012 is shaping up though as one of those years.

The Government of Australia has announced its intentions in relation to our ongoing commitment to Operation Slipper, a budget has been handed down which whilst 'doable' will nevertheless challenge each and every one of us to do things better and truly appreciate the cost of our business. The Force Posture Review is gaining momentum with the initial announcements on what the US presence in Australia may look like in the future and in the next twelve months or so we will have a new Defence White Paper to shape the strategic direction of the Australian Defence Force going forward.

It has been just as busy on the Corps front. Earlier this year the COMDT of ALTC, COL Andy Adams, and the Head of Corps staff facilitated a workshop of selected RAEME Officers and Artificers to discuss the future direction of our Corps and how we could better leverage off the opportunity that the Combat Service Support Force Modernisation Review (FMR) presents and as important, shape the outcome of this review. Subsequent to that meeting all the Logistics Heads of Corps met in Canberra last month to discuss how best to deal with the FMR process as a 'united front.'

As we await further direction on the conduct of future FMR activities I am confident that we will be well placed to contribute in a proactive manner. I intend updating conference participants on these discussions in October to provide further guidance on what lies ahead of us both as a Corps and as a member of the wider logistics family.

The RAEME National Association continues to go from strength to strength and Mr Ray Norman ably supported by his small team and the various state and territory based RAEME Associations also continue to do great work contributing not only to the preservation of our Corps heritage but also acting in many cases as advocates for you and I. As I have done in the past and as I will continue to do so in the future; I encourage all of you to also be active members of

your local Association. I am yet to attend a function or Association meeting where I have not caught up with old friends to reminisce about the past and discuss our future and departed better for the experience.

I marched with the ACT RAEME Association on ANZAC Day. It was a typically cold and wintery Canberra day but our numbers were good, our drill of a standard that would, I suspect, make most RSM's cry but a good day was had by all. We were well led by the new COL Comdt for NSW/ACT, COL Tom Reynolds who ensured that we reminisced in more informal surroundings at Olims after the parade. What was particularly comforting for me as your Head of Corps was that the RAEME 'crowd' was a good mix of the 'olds and bolds' and currently serving members of the Corps.

From my own observations and those of the DHOC and staff during visits to the Brigades and regions it is very apparent that there are a lot of great soldier-tradesmen out there doing great work. These observations have been reinforced by comments from the Brigade Commanders and Command staff who we have had the opportunity to speak with during our tours. In particular, I would like to recognise and congratulate those members whose efforts were recognised through Australia Day and Queens Birthday awards, MAJ Keirin Joyce, CSC, WO1 Marty Burgess, OAM, and WO1 Paul Gibbs, CSM. It is always wonderful to see colleagues recognised but I am particularly proud when members of our Corps are honoured in such a prestigious fashion.

Finally I wish to advise that as a consequence of the current budget situation the 2012 Corps Conference has been cancelled. I know many of you will be disappointed as am I but the current situation is tight. Planning for how we can conduct the Corps Conference in a more cost effective way is well in train. Our current thinking is to bring the Corps Conference to you by rotating through the three major Brigade locations on a rolling program basis. I will keep you abreast of developments through the Corps Newsletters. The Corps Committee will still convene this year and I will ensure that all of you are updated on the meeting outcomes.

Until we next meet.

Arte Et Marte

HAULMARK TRAILERS

A symbol of quality

- **Manufacturers of Specialised Road Transport Equipment**
- **Certified Quality Assurance to ISO 9001**

For more information contact your nearest Haulmark Office:

Brisbane | **Sydney** | **Darwin**
Ph (07) 3277 3666 | Ph (02) 9755 3877 | Ph (08) 8932 2626



Deputy Head of Corps (DHOC) – Ground

LTCOL David Phillips

It is with great pleasure that I write my first Craftsman article as Deputy Head of Corps (DHOC) – Ground. I feel very privileged to fill such an important role within the Corps, in addition to my appointment as the Commanding Officer/Chief Instructor (CO/CI) of the Army School of Electrical and Mechanical Engineering (ASEME).

Although I have had limited opportunity to date to travel in my capacity as DHOC – Ground, the Head of Corps (HOC) cell (MAJ Ian Anfruns and MAJ Graham Anderson) has managed to maintain a visible Corps presence through the conduct of staff visits to the manoeuvre brigades. There has been some very positive feedback to these visits and I would like to thank Brigade EME personnel for engaging in such an open and constructive manner.

In addition to the staff visits, the HOC cell has facilitated working groups which have examined elements of maintenance support as part of the Combat Service Support Force Modernisation Review (CSS FMR) within the context of Plan BEERSHEBA.

These working groups were fortunate to benefit from the experience of a range of RAEME officers and warrant officers, with representation from across the functional commands as well as the non-Army groups. Although the CSS FMR is progressing at a significant rate, the HOC cell will remain engaged to ensure maintenance support issues are appropriately represented on behalf of the Corps.

Within ASEME, the development of soldier-tradesmen continues unabated. The number of trainees undertaking Initial Trade Training (ITT) and On-the-Job Training (OJT) remains at very healthy levels, while the demand for specialist equipment courses remains strong.

Some of the development activities underway include a new Subject 4 Warrant Officer Artificer Course, a revised ECN 235 Metalsmith Conversion Course, preparation for G Wagon sustainment training and a review into the structure of the ECN 421 Technician Electronics ITT course. Opportunities are also being examined to rationalise training across trades within ITT.

In closing I would like to acknowledge the excellent work of my predecessor LTCOL Todd Ashurst in his capacity as CO/CI ASEME and DHOC – Ground. I would also like to congratulate the Corps RSM, WO1 Jason Ballard on his selection as the RSM of the Army Aviation Training Centre commencing in January 2013. WO1 Ballard has made a significant contribution to both the Corps and ASEME since his appointment in 2010.

Finally I would like to congratulate WO1 Martin Burgess (RSM Royal Military College – Duntroon) and WO1 Paul Gibbs (Armoured Fighting Vehicle SPO) on their awards in the 2012 Queens Birthday Honours List.

Arte Et Marte

RAEME Prince Philip Banner Miniature – Final Release Banner Numbers 501-600 of 600



ORDER FORM

Surname : First Name:

Rank*: PMKeys Number*:

Unit*: Appointment*:

Address (Postal address for miniature):

Postcode:

Contact Telephone: Email Address:

Number of Miniatures @ \$200: Total Cost:

Payment enclosed (Please tick payment method):

Cheque / Money Order to: RAEME Corps Fund; or

Direct Deposit to: DEFCREDIT, Membership Name: RAEME Corps Fund, Membership No. 11832, BSB No. 803 205, Account No. 20509705

Signature: Date:

* If applicable

Limited production numbered series @ \$200.

Order forms (complete with payment) to be sent to:

MAJOR Graham Anderson, SO to HOC – RAEME, Head of Corps Cell, Latchford Barracks, MILPO
BANDIANA, Vic, 3694. email: graham.anderson@defence.gov.au Ph: (02) 6055 4308, Fax: (02) 6055 2436

ASLAV 2030



GDLS-Australia Manufacturing Capability

- National network of 200 Australian suppliers currently supporting production and sustainment services
- ASLAV upgrades preserve national security capability for combat vehicles

PROTECTION AND MOBILITY FOR AUSTRALIA'S PROVEN COMBAT PLATFORM

Australia's ASLAV fleet has consistently proven its worth on every mission ranging from homeland training to offshore deployments. But times change and through the integration of proven, cost-effective upgrades developed from lessons learned in-theatre the ASLAV can be even better. At the heart of **ASLAV 2030** are state-of-the-art protection, powerpack and mobility upgrades which significantly increase the ASLAV's mobility, payload and capability to save soldiers' lives. These upgrades are currently in production, proven on operations, provide systems growth potential to accommodate the latest survivability and fighting systems and lead to lower sustainment costs .

Designed for local manufacture, the low-risk enhancements ensure a combat platform that will meet the requirements of current and future ground forces. This work can be conducted in Australia using existing local manufacturing capability and Australian skills. GDLS-Australia is committed to supporting Defence initiatives to keep the ASLAV at the forefront of cavalry and amphibious operations and to maximise opportunities for interoperability with forces such as the United States Marine Corps.

Australian manufactured upgrade options are available now ensuring Australian soldiers receive the most capable equipment available.



www.gdlsaustralia.com

GENERAL DYNAMICS
Land Systems-Australia

Handle without care...

there's nothing that you could do that we haven't already.

Toughest Welders...

CASE CLOSED



XMT 350

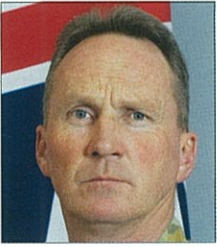
This multi-process inverter/welder isn't just tough. It's field-tested tough to pack the power you need when and where you need it. The XMT 350 has been through just about anything and everything you could put it through. It's been shocked with excessive line voltage, sprayed with salt for 21 days straight, radiated for magnetic susceptibility, and not just drop-tested but power drop-tested. Not to mention the fact that we also shook it and drenched it. And every time we dished

it out, this 76-pound (34.5 kg) powerhouse kept on taking it, giving its 300 amps of welding output at 60 percent duty cycle. In test comparisons with the competition, there was no comparison. So go ahead; give it your best shot. This reliable power source will still offer you a combination of Stick, TIG and MIG welding, Air Carbon Arc Gouging and optional pulsed MIG or pulsed TIG. Now handling those extreme conditions is no problem with **The Power of Blue[®]**



welding.com.au

1300 300 884



S02 Corps Report

MAJ Ian Anfruns

It is a privilege to write to you in this edition of 'Craftsman' as the S02 Corps RAEME; albeit in a part time capacity. In my opinion, this publication is a crucial and invaluable resource for our Corps. Whilst electronic media provides instant awareness for the majority; 'Craftsman' provides annual awareness in a form that can be distributed to all serving and former members of our Corps.

The publication adds value to our Corps. It enables us to keep each other informed and up to date; particularly with unit jottings. 'Craftsman' should be seen as a form of media in which we can promote, educate and if required, recruit others to our workshops, organisations or cause. Electronic media burns brightly but is often quickly forgotten. By comparison, an edition of Craftsman can be perused for months, regardless of its publication date. Summary: Invest in your Corps journal – Support 'Craftsman'.

Major Graham Anderson and I embarked upon a RAEME Regional Staff Visit schedule that commenced with Darwin in March, Townsville in April and Brisbane in June. During the three regional visits we interviewed RAEME OC, ASM and key staff members in all HQ and workshop localities within the garrisons.

We spoke with Corps members at HQ 1 BDE; 1 CSR; 101 FD WKSP 1 CSSB; 2 CAV REGT; 1 ARMD REGT; 1 CER; 5 RAR; 8/12 MDM REGT; 1 AVN REGT; JLU(N); NORFORCE; ALTC OJT DWN; HQ 3 BDE; 11 BDE; 3 CSR; 102 FD WKSP 3 CSSB; B SQN 3/4 CAV REGT; 3 CER; 1 RAR; 2 RAR; 3 RAR; 4 FD REGT; 5 AVN REGT; 10 FSB; JLU(NQ); JLU(NQ) Marine

Fleet.; HQ 1 DIV; HQ 7 BDE; HQ 16 BDE; JLU SQ; 7 CSSB; 6 RAR; 8/9 RAR; 1 FD REGT; 2 CER; 20 STA REGT; 1 SIG REGT; 9 FSB; and 6 ESR.

Our visit schedule enabled us to collect the thoughts, ideas and concerns of our coalface leaders. Key issues and concerns were uniformly mirrored across the three major garrison locations. The subsequent observation reports have been utilised to back brief the Head of Corps and will ultimately be used to provide RAEME input into the CSS Force Modernisation Review process.

Reductions in funding and generic fiscal restraint is impacting upon all organisations within Defence. At the time of writing we are uncertain as to whether or not we will be able to conduct the Corps Conference or the Maintenance Managers Course. Time will tell.

In closing, my sincere thanks to all those who have invested their time and resources in producing articles for this edition of Craftsman. Your support is appreciated. And lastly; we've had the great pleasure of attending regional Spanner Clubs, BBQs and a truly memorable ANZAC Day with the RAEME contingent in Townsville – thanks to one and all for your hospitality and support.

It sounds rather clique these days but I must say that our trips to Darwin, Townsville, Brisbane and Amberley enabled us to see and hear that great people within our Corps, continue to do great things, big and small, around our country and overseas, day in, day out, without fail. Well done team.

Arte Et Marte

Fresher thinking when bringing you both QUALITY and VALUE



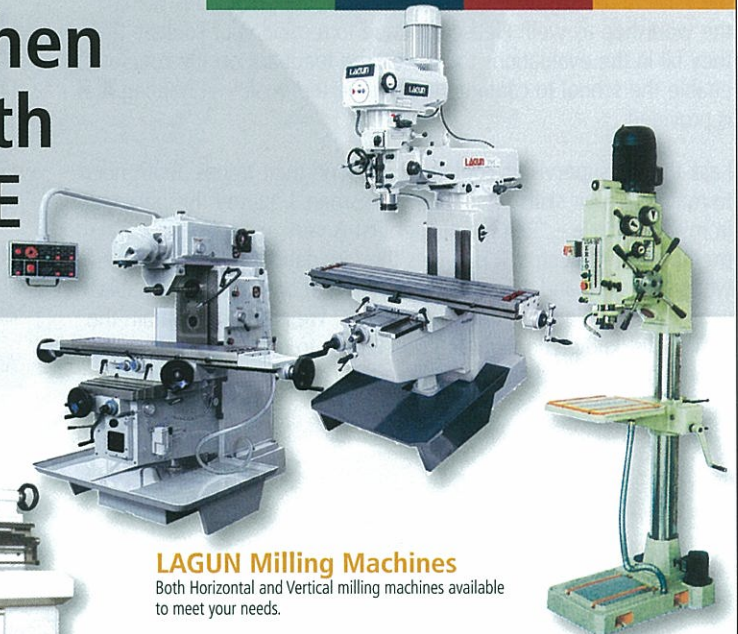
COLCHESTER Manual Lathes

Full range of models from 330 - 554mm swing and centres to 3000mm, some including CSS DRO.



HARRISON Manual Lathes

Full range from 330 - 554mm swing and centres to 3000mm.



LAGUN Milling Machines

Both Horizontal and Vertical milling machines available to meet your needs.



ELECTROX Laser Marking

Utilise a range of technologies to address a broad spectrum of marking applications.

ERLO Drilling Machines

Wide range of drilling and tapping machines to suit all applications.



Phone: 02 9674 4738
 Fax: 02 9674 7641
 Email: machines@600machinery.com.au
 Website: www.600machinery.com.au

Sole agents for... Colchester, Harrison, Erlo, Clausing, Fanuc Robodrills, Tos, Lagun, Supermax, ElectroX



Corps RSM Report

W01 Jason Ballard

As I write my last article as the Corps RSM, I would like to thank all members of our great Corps for their support during the last three years. It will be a sad moment for me at the end of this year when I step out of the school and ultimately relinquishing my position as the Corps RSM. I still believe as I mentioned in my first article that the Corps is well placed to continue into the future as a modern, technically competent and fantastic organisation that is still the envy of Army.

During my tenure I have had the opportunity to visit many of you and discuss your issues and hopefully provide some well informed guidance. I must stress that it is difficult to provide some advice due to the complexity of unit issues. My visits primarily focus on Corps related issues, trade related issues and trade related training/progression.

I must remind everyone that your very own chain of command is there to support you and you must trust them to assist you. I ask all supervisors to carefully manage your troops and guide them through the various policies in place to allow them to deal with any issues. If you care for your soldiers as people and show them compassion when needed, they will ultimately work for you without question. As long as you are firm but fair, your soldiers will respect you, any issues that you do have will reduce and your productivity will increase!

The subject four courses have been re-visited and are looking to go towards the supervisory role that you will be required to do at that rank. This is a good outcome for us all and you will be delivered the skills to manage not only maintenance but you troops within the workshop as well! Please continue to remind your soldiers that they fill in the evaluations to provide the feedback on the courses to enable the school to continue to improve the quality of training that is provided.

I ask that all supervisors continue to remind their troops about need to maintain their skills as soldier/tradesman. I quoted this passage in my first article – "Being a soldier first is very important for all members of the Corps. It provides the foundation for us to survive when deployed and the skills we fostered at basic training enable us to work within the team environment. We need to maintain the basic skills, knowledge and attitude taught to us through unit training to provide the foundation to work in the complex environment.

We must remember to train for 'a' war not 'the' war! To train for 'the' war, units will conduct specific training for the environment they will deploy into". I stand by this quote whole-heartedly as we need to ensure that as a Corps we are up there with the best of them and that we continue to show our "Arms Corps brothers" that we are serious about our abilities to provide them holistic support in the complex threat environment.

In 2013 the Corps will have four RSMs with Marty Burgess at RMC, Rob Turnbull at 2 FSB, myself at AAVNTC next year and my successor at ASEME. We are well positioned to move onto bigger and better things over the coming years in the "regimental stream". For those who want to forge a career as an RSM, you need to seek advice from each one of us on how to make yourself very competitive against the other logistic Corps.

A future within a regimental posting will need you to go outside the Corps to positions such as 1 RTB, RMC or WONCO in the All-Corps environment. This will assist you in giving yourself the best possible chance when competing for positions that are not Corps coded. Then once you are presented to the RSM PAC you will have a broad profile that will make you highly competitive and widely employable!

One piece of advice that I will give you all for career management is you as the individual need to map out you career no matter what path you want to take. It is up to you to manage yourself, be realistic about your future and keep in contact with your career advisor through written correspondence.

I have been proud and honoured to have held the position as the Corps RSM and I hope that I have represented you all well over the past three years. Lastly, I would like to congratulate my successor, W02 Craig Webb who will take over as the Regimental Sergeant Major of ASEME in 2013. I see him being appointed by HOC in the new year as the Corps RSM. Please welcome him to the position and support him well as you have supported me.

I look forward to catching up with as many of you as I can in SE QLD next year, as well as becoming a member of the QLD RAEME Association. Good soldiering and keep the tri-colour flying!

Arte Et Marte

SIDCHROME®



YOU CANNA HAND A MAN A GRANDER SPANNER

For 70 years we've been leaders in the design and manufacture of the world's most innovative hand tools.

To find out what makes us the best, grab yourself a quality tool from our extensive range and join the revolution.



THE ALL NEW 440
SERIES SPANNER IS
COMING. SCAN HERE
TO SEE IT IN ACTION!

sidchrome.com.au



YouTube



Corps Heritage

MAJ Graham Anderson

Corps Funds

The RAEME Corps fund continues to be in a healthy state with a steady uptake in corps subscriptions. It has been encouraging to see the strong commitment to Corps subscriptions from our newest members of the Corps as they commence their Common Induction Training at ASEME. There is also a strong representation of retired and ex-serving members who have subscribed and continue to make their annual contribution. We have issued 1400 St Eligius Medallions to date, of those there are 861 current subscribers.

Financial Situation FY 2011/12

Current Funds as at 30 Jun 2012: \$337,768

Income:		
Subscriptions:	\$25,763	
Other:	\$27,261	\$53,024
Cost of Sales	\$5,303	
Gross Profit		\$47,721
Expenses:		
General:	\$3,618	
Awards	\$5,444	
Spanner Pac	\$5,000	
Regional Activities	\$7,584	
Other Expenses	\$14,588	\$36,234
Operating Profit		\$11,486
Interest Income		\$16,285
Net Profit / (Loss)		\$27,771

The Corps Fund provides a valuable resource to members of the Corps both serving and ex-serving. With the ongoing pressure to achieve budget cuts within defence discretionary expenditure at unit and sub-unit level will continue to become more difficult to secure. In the past 12 months the Corps fund has funded a number of activities and provided financial assistance to regional and unit activities

- Prizes for Corps Awards,
- Financial Assistance to the National RAEME Association Initiative 'Operation Spanner Pack' (comfort packs sent to all RAEME soldiers serving overseas on operations)
- Financial Assistance to Unit Adventure Training Activities (e.g. Tough Mudder)
- Financial Spt and prizes to regional Spanner Club gatherings and Corps Activities
- Financial Spt to Unit charity activities
- Contribution to funerals and memorial services
- Conduct of ongoing Corps Corporate and merchandise activities (Craftsman Port, Craftsman Magazine, Corps Conference, Banner Miniatures, and assorted merchandise).

As the Corps Fund continues to grow it is anticipated that the range of supported activities and Corps funded initiatives will also increase number and scale.

Corps Funds

Congratulations to the following 'current' subscribers who's badge numbers have been drawn. You must be a current subscriber in order to be a winner.

1st Prize – Leatherman Wave
1083 CFN D.J. Lowe, OJT, Darwin

2ND Prize - Corps Prize Pack
767 CPL B. Little, 7 CSSB

3rd Prize - Corps Prize Pack
649 CAPT A. Stone, AAvn System Branch



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

Corps Banner Miniatures

The Prince Philip Banner Miniatures are still available for purchase from the HOC cell, Bandiana at a cost of \$200 each. With only 20 banners left of the limited 600 released if you have been considering owning one now would be a good time to order. An order form is included in this edition or is available from the Corps Website (WWW and intranet).



B&C Winches

hydraulic & electric winches from 900kg to 60000kg
power, quality & reliability USA, UK & Australian built



www.bandcwinches.com.au
ph 02 96039694 sales & service

Corps Awards

MAJ Graham Anderson

The Corps wishes to acknowledge and congratulate the following Award recipients.

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

Warrant Officer Class One Martin Burgess



Corps Awards 2011

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

LT S. Wardill
 SGT N. Shaw
 CPL M. Harrison
 SGT. F. De Waard
 CPL M. Thomas
 CFN E. Bishop
 CFN M. Carr

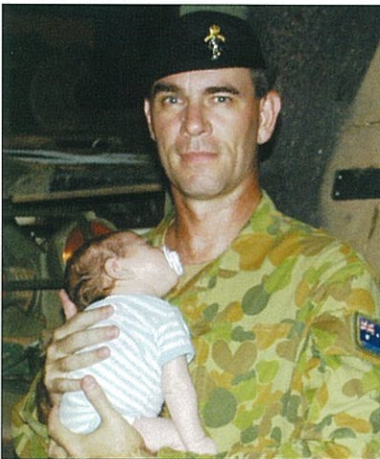
	Western Region	Central Region	SQ Region
ARA Cfn of Yr	CFN S. Simpson	LCPL D. Gill	LCPL S. Gill
GRes Cfn of Yr	No Nomination	CFN C. Jackson	No Nomination

	NQ Region	Northern Region	Vic/Tas Region
ARA Cfn of Yr	No Nomination	CFN C. Maher	LCPL M. Bosselmann
GRes Cfn of Yr	No Nomination	No Nomination	CFN M. Stonehouse

	NSW Region
ARA Cfn of Yr	CFN J. Stewart
GRes Cfn of Yr	No Nomination

CONSPICUOUS SERVICE MEDAL (CSM)

WO1 Paul Gibbs



CONSPICUOUS SERVICE CROSS (CSC)

Major Keirin Joyce



Innovative training to combat system engineering shortages

Reports in recent years suggest the demand for systems engineers is soaring worldwide. According to Mr Niall Fay, Training and Operations Manager at the Defence Systems Innovation Centre (DSIC), opportunities for skilled systems engineers are multiplying with the application of new technologies.

"Not only is there increasing demand in the defence sector but as systems technologies become integrated into a broad range of services from medical records right through to supply chain management, the creative and technical skills of systems engineers are becoming highly sought-after," Mr Fay says.

Headquartered in South Australia, DSIC is delivering advanced engineering solutions to the Australian Department of Defence and the defence industry. An unincorporated Joint Venture between the University of South Australia, the University of Adelaide and the University of New South Wales (ADFA), the centre offers a range of innovative short courses to help those already working in the industry upskill.

Taught by leading defence systems experts, the individual and enterprise-based defence specialised training is taking place in locations across Australia in the coming months. Previously run under National ICT Australia, this year the courses are facilitated by DSIC; which is providing an extensive short course training program, including Introduction to Satellite Communications, Cost Estimation and Systems Engineering Practice.

"These courses are an exciting opportunity to learn from and contribute to the innovative work DSIC is engaged in. Of particular interest are the courses which will be instructed by Dr Ricardo Valerdi, a UniSA international guest from the University of Arizona," Mr Fay says.



The Defence Systems Innovation Centre team: Left to right front row, Lynn Mckeown, Gary Lyons. Left to right back row, Sarah Walsh, Paul Jager, David Searles, Niall Fay, Kelly Brown, Dr Sanjay Mazumdar.

"Dr Valerdi is world renowned for the work he has completed in this field. DSIC will be offering courses in the primary methods of cost estimation and the cost estimation tool which Dr Valerdi himself developed – COSYSMO."

Regularly engaging with key Department of Defence projects, DSIC is cementing Australia's position as an innovative contributor to the development of systems engineering to meet global demands.

For further information, visit the DSIC website at www.dsic.com.au/training or contact the centre at dsic@unisa.edu.au or (08) 8302 8978.

Engineer your future in defence.

Commence an Electrical or Mechanical Engineering qualification with the University of South Australia this July.

A range of undergraduate and postgraduate engineering programs informed by industry are available in the following specialisations:

- > Advanced Manufacturing Technology
- > Defence Systems
- > Engineering Systems Management
- > Electrical Power
- > Engineering Practice and Management
- > Military Systems Integration
- > Systems Engineering
- > Test and Evaluation

Our programs blend academic expertise with real world experience, and are suited to individuals with career goals in engineering fields. We offer flexible options to study some courses online, or on campus with like-minded students, at our \$50 million Materials and Minerals Science Learning and Research Hub.

To find out more about these programs, midyear entry and how to apply please visit unisa.edu.au/midyear or call **1300 UNI NOW**.



**University of
South Australia**

Würth Australia – 30 years and still going strong

It was June 29th, 1982 that Würth first started operating in Australia. In that time, Würth was only active in the state of Victoria, but not long after grew to cover every state around Australia.

Today the leadership team of Serge Oppedisano, Alan Baldwin and Matthew Mayne guide Würth Australia to ensure quality products are delivered in a timely manner. This includes managing the ongoing growth and infrastructure of the business from the three offices in Perth, Brisbane and Melbourne.

Today, Würth Australia has over 500 employees and 43,000 customers across the great Southern Land and it is still going strong. New sales representatives are being employed every week to accommodate for the rapid growth of the business and new products are being launched every month to stay ahead of the competition.

In recent years Würth Australia has expanded its way of business to suit the market. Three pick up shops were opened, one in Muswellbrook, New South Wales, one in Ormeau, Queensland and one located in Dandenong South, Victoria to keep with demand.

The launch of their new website has kept them up to date with the new digitally savvy world, along with their great presence on social media networks such as Facebook and Twitter to spread the Würth word about the importance of quality.

Together with their customers, ambassadors and supporters, Würth Australia is well on the way to becoming the No. 1 supplier of assembly and fastening materials.

Today, the team provide operators across a diverse range of industries fast access to 12,000 active articles. Customers can access anything from a single bolt to a pallet of silicon quickly and conveniently.

Looking at the industry leading product range, all aspects of the workshop are covered:

Consumables & Hardware

According to the demands of the market, Würth has established an industry leading range of consumables. From silicone to hardware, to personal protective equipment and lubricants, Würth carries an active article range that has been rigorously tested to their exacting quality standards. Each chemical is compliant to the relevant standards and carry an available and easily accessible Material Safety Data Sheet.

Tools

By 2015, Würth will be the largest supplier of hand tools globally. With tools designed and engineered for professional use, operators can be confident they have access to the right tools for the task at hand.

Organised Systems (ORSY)

Clear and product specific storage enables quick and easy access in addition to transparent inventorying monitoring. Their tailor-made service offer includes individual planning of the system as well as the assembly, labelling, initial stocking and continuous maintenance of your ORSY racks.



Master

The 12V and 18V cordless Würth Master range provides the best power-to-weight ratio on the market, and 240V corded tools deliver the high performance customers associate with the Würth name. Backed by quality German engineering and a two-year warranty, the exclusive and expanding range of Würth Master power tools is a complete necessity for any workshop.

Together with the highest quality products and a commitment to service excellence, Würth is a true extension to your team. Call Würth Australia today to learn more about the solutions they can offer your workshop.



WÜRTH

AUSTRALIA

INDUSTRY LEADING PRODUCTS - TRIED & TESTED

Wurth Australia provides operators across a diverse range of industries fast access to 12,000 active articles stocked in three warehouses strategically located across the country. Customers can access anything from a single bolt to a pallet of silicone quickly and conveniently.

Ask your dedicated Sales Representative about how the exceptional quality and availability of Wurth products can help achieve operating efficiencies.

Consumables & Hardware



According to the demands of the market, we have established an industry leading range of consumables. From silicone to hardware, to Personal Protective Equipment and Lubricants, Wurth carry an active article range that has been rigorously tested to our exacting quality standards.

Master Tools



The 12V and 18V cordless Wurth Master range provides the best power-to-weight ratio on the market, and 240V corded tools deliver the high performance customers associate with the Wurth name. Backed by quality German engineering and a two-year warranty, the exclusive and expanding range of Wurth Master power tools is a complete necessity for your workshop.

Tools



By 2015, Wurth will be the largest supplier of Hand Tools globally. With tools designed and engineered for professional use, operators can be confident they have access to the right tools for the task at hand.

Organised Systems (ORSY)



Clear and product specific storage enables quick and easy access in addition to transparent inventory monitoring. Our tailor-made service offer includes individual planning of the system as well as the assembly, labelling, initial stocking and continuous maintenance of your ORSY racks.

Call me today to discuss your procurement requirements:

Mark Hopkins
DoD Account Manager
0418 674 658

New loan pool program delivers

by Andrew Mannix
General Manager – Defence Logistics

In June 2011, Joint Logistics Command (JLC) and contractor BAE Systems commenced work on an important Army initiative to centralise selected land materiel into loan pools at Townsville, Darwin and Bulimba.

The Enhanced Equipment Pools (EEP) program involves JLC assuming control of Unimog trucks, Mack TTW water tankers, RF500 radios and 2.5kva generators to loan to the Army on request. The program aims to better service Brigades by conserving fleet maintenance expenditure through working pools.

BAE Systems' role is to service and repair this materiel.

Almost 12 months on, the program is fully in place at Townsville and close to completion at Darwin and Bulimba. Expectations are being exceeded and the availability of equipment is the highest it has ever been, ensuring the Brigades have the necessary equipment when needed.

Implementing the program has required BAE Systems to service and repair 338 trucks and 1,100 other items, resulting in close to 22,000 hours of additional repairs being incorporated into already full schedules.

All three sites have successfully managed this increase and are meeting, and in many cases exceeding, all targets. This reaffirms BAE Systems' can-do attitude and capacity to surge labour to support JLC when required.

For example, at Townsville, which was the first site to start supporting EEP, 66 per cent of the 120 Unimog trucks needing repair were required by the end of last year. They returned 92 per cent of the trucks to service within the agreed timeframe.

At Darwin, the first issue requirement of 20 vehicles was still delivered after the team received, and successfully completed, an urgent repair of 16 vehicles for EEP.

Supporting EEP has seen BAE Systems make improvements to its work practices and sites. Learnings from the implementation at each site have also been incorporated, streamlining implementation at the last site, Bulimba.



At Darwin, for example, they reconfigured existing facilities, increased trade, warehouse and management resources, and purchased a range of new equipment to improve production, such as a tool to reduce the time taken for changing a tyre on a Unimog truck. The ability for future expansion to cater for any increased EEP demand is now possible.

EEP has also benefited from BAE Systems' Lean program. An outcome of a joint BAE Systems and JLC Lean event at Warradale last year was to raise an excusable delay if the required B-vehicle parts are not available, so vehicles are not unnecessarily brought into workshops and teams can focus on work that can be completed.

EEP provided an opportunity to successfully trial this solution, which is now in place at suitable sites around Australia.

Another benefit of EEP has been the opportunity for Army mechanic trainees at Townsville to gain experience on different types of equipment. Under the Defence Integrated Distribution Systems (DIDS) contract, BAE Systems provides on-the-job training to Army mechanics, fitters and electronics trainees.

The Army and JLC have commended the planning and execution of EEP and the positive results can give Brigades confidence that equipment will be available when needed.

BAE Systems looks forward to continuing its behind-the-scenes support of the Brigades across Australia.



Vale Notices

Henry O'Reilly: Henry passed away on 27 Jun 2012. Henry was a long serving member of RAEME Aviation which commenced with a posting to 16 Army Light Aircraft Sqn at Amberley. Henry retired in Jan 81 as the ASM of 1 AVN REGT.

Ted Richards: Passed away on 20 June 2012.

John Power "JP": Passed away on 24 May 2012 aged 87 years. Dearly beloved husband of Ida, Loved and loving father and father in-law of Robyn and Terry, Kevin and Jen, Mark and Amanda Grandfather of Darcy and Luka.

Mervyn George Rosentreter: Passed away on 3 November 2011. Mervyn, a Vietnam Veteran passed away at the age of 81. Beloved husband of Val.

Richard William Lowe (Dick): Passed away on 11 May 2012.

John Curtis: Passed away on 23 April 2012.

Les Bailey: Passed away on 24 February 2012.

John Bunker: Passed away on 9 January 2012. John was a CMF RAEME member of Bulimba Barracks.

Bevan Hart: Passed away on 2 April 2012. Bevan was a member of the CMF for many years at Bulimba. He was a much respected person and a true gentleman. He will be missed by many.

Bruce Ireland: Passed away on 26 December 2011.

Frank Maxwell: Passed away on 21 February 2012. Frank enlisted as an 11th Intake Army Apprentice motor mechanic. He spent most of his 25 year career around armoured vehicles particularly Centurion Tanks.

Newton Ellaby: Passed away on 27 Jan 2012. A Vietnam Veteran, Newton was a long serving RAEME Officer in both the Reserve and ARA. He will be sadly missed by all who knew him.

Sandy Remin: Passed away on 15 January 2012. Sandy graduated from OC Portsea in 1970 into RAEME.

Allan Bensley: Passed away 20 December 2011. Allan was a 13th intake Army Apprentice.

Sandy McHutchinson: Passed away 8 January 2012. Sandy was a long serving member of the RAEME Association NSW.

Vincent Olivieri: Passed away on 10 July 2012. Ollly entered the Apprentice School in 1959 and went into aircraft maintenance in 1965. He developed a lifetime passion for helicopters which continued after his 30 year Army career with Helitech. Ollly was thoroughly respected by both his subordinates and those who had the privilege to have him under their command.

Clyde Cook: Passed away 25 July 2012 at the age of 81. Clyde served for 28 years in the Corps as a Recovery Mechanic who eventually got tired of pulling trucks out of the mud so he went Regimental stream. Clyde retired in 1979 as RSM of 3 Base Wksp Bn. Clyde along with one of his good mates Fred Jolly from the NSW Association were the instigators of the care packages sent to RAEME soldiers deployed overseas on operations now referred to as 'Spanner Packs'.



RAEME Corps SUBSCRIPTION FORM



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

- Allotment from pay (for serving ARA members) *Allotment is the Preferred Method*
 Allotment to be made to **RAEME Corps Fund Non-BSB Allottee number 460** via your pay rep/clerk
- Annual lump-sum payment – made out to RAEME Corps Funds
 Payment fwd to: SO2 Corps – RAEME, HOC Cell, Latchford Bks, BANDIANA Vic 3694
- Direct deposit / funds transfer to RAEME Corps Funds DEFCREDIT account
 • DEFCREDIT • BSB 803205 • Account Name: RAEME Corps Fund • Membership Number: 11832 • Account Number: 20509705

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

Name Initials Rank PMKeys

Appointment Unit

Address Suburb

State P/code Email

Method of Payment Amount of Contribution \$

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

RAEME Doctrine

MAJ Paul (Chook) Henry

"The best tank terrain is that without anti-tank weapons."

Russian Military Doctrine

RAEME Doctrine is managed by the Land Warfare Development Centre Outposted PERS/CSS Doctrine Cell located at the Surfers Paradise of Victoria, South Bandiana. The cell consists of one Major, four Warrant Officers Class One's, one civilian Desk Top Publisher and one RAE Sapper Multi Media Technician of which only MAJ Paul (chook) Henry and WO1 Craig McLeod are RAEME. However, this does not mean that these members only concentrate on RAEME doctrine. In his current posting, WO1 McLeod has also become heavily involved in the managing and writing of Health Doctrine.

Over the past few years, the introduction of projects such as LAND 121, JP2048, JP 126, JP 2056 to name a few, has had an impact on Army doctrine. The influence that LAND 121 has had on RAEME doctrine will necessitate, in some cases, complete rewrites of publications, in order to incorporate the new vehicle variants.

So what are the current RAEME doctrine publications and what is their status? The publications and status are:

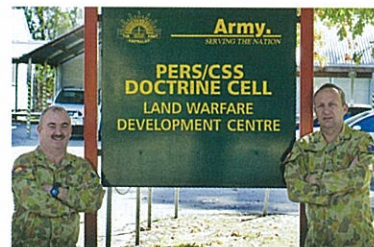
- LWD 4-2 Maintenance Support*, published on Doctrine Online – to be validated 2013;
- LWP-CSS 4-2-1 Recovery Mechanics Handbook*, currently being amended – estimate Online in Dec 2012;
- LWP-CSS 4-2-2 RAEME Commander's Handbook*, published on Doctrine Online;
- LWP-CSS 4-2-3 Maintenance Support to Aviation Operations*, undergoing a validation review to determine if the content is correct and to identify the areas of the publication that requires updating;
- LWP-CSS 4-2-4 Marine Engineers Handbook*, information contained in this handbook has now been absorbed into the new publication, *LWP-CSS 4-3-3 Marine Equipments, Operator and Maintenance Handbook* which is at HQ Puckapunyal for editing/production; and
- LWP-CSS 4-2-5 RAEME Commander's Aide-Memoire*, published on Doctrine Online

So where do you find doctrine?

The two main areas that you can go to in order to view or download doctrine are:

- I-Army*. A web based system that provides Army personnel in operational, training and staff environments access to approved knowledge sources in electronic format. The portal operates within the Defence Information Environment (DIE) utilising current and future networks. The intent is for users to access I-Army through a secure single sign on point which allows them access to areas of the I-Army based on their user profile. This may include access to restricted and unrestricted sites; and
- Doctrine Online*. Designed to improve your ability to source information that you need to safely and effectively conduct military activities. The purpose of Doctrine Online is to provide access to authorised doctrine and procedures that informs and guides fundamental warfighting skills. All doctrine publications are displayed to enable rapid access to Army doctrine and users can also use the site to provide feedback. This site allows you to:
 - Access I-Army;
 - Search Doctrine;
 - Order Doctrine;

- Look up what is new;
- View the Doctrine Online Chart/Hierarchy;
- View the online catalogue. Download the catalogue to your DRN terminal and use as the fastest method to access Army Doctrine;
- Offline DVD, allows you to tailor your information to suit courses, deployments or training;
- Speak to an Expert (Project Managers);
- Professional Publications gives you access to professional publications produced by Doctrine Wing; and
- Send Feedback.



So what can you do for doctrine?

One common theme that is often raised when discussing doctrine is "doctrine is always out of date" but like a database or spreadsheet, the information contained in a doctrine publication is only as good as the information offered by subject matter advisers or more importantly, you. If you do not take the time to raise issues when you notice a mistake or something that needs attention, then doctrine will never progress.

You can contribute to doctrine in a number of ways. First, either by providing feedback or suggesting amendments to publications. Remember any rank level may do this. Second, through the participation in working groups or doctrine reviews when asked to do so.

Third, by participating in a Centre for Army Lessons collection task where members on exercise or returning back from deployments are interviewed in order to obtain lessons learnt from the exercise or deployment. This information then assists in identifying trends and gaps within doctrine that is then used by doctrine writers when writing a publication.

Remember

If you chose not to have input into doctrine then you give up your right to complain about it when the publication is published.

To make it easier for you to provide feedback or suggest amendments, please feel free to contact the members below:

MAJ Paul Henry, email paul.henry@defence.gov.au

WO1 Craig McLeod, email craig.mcleod@defence.gov.au

Test your knowledge

Answers can be found by using I-Army or Doctrine Online.

- Who or what is JFLA and what does the JFLA do? (*LWD 4-2 Maintenance Support*).
- What are the general rules for Latrines and Urinals? (*LWP-CSS 4-2-5 RAEME Commanders Aide-Memoire*).
- Can you submit a RODUM using I-Army?
- What is the running time of the "All Corps Battlecraft Part 2 Video"? (I-Army).
- Can you access the RAEME website using I-Army?

8/12 REGT – Introduction of the M777

LT S.A. Toto 2IC TST

Introduction

The introduction of M777 has posed many challenges for the officers and craftsmen of

8/12 Regiments Technical Support Troop (TST). Those familiar with introducing new capability into Army service will be able to relate with age old issues such as liaising with outside agencies, RPS shortages within the initial phases of introduction, and the perceived lack of integration with associated projects necessary to employ the capability to its full effect. At times these challenges seemed daunting however with appropriate staff work, technical knowledge from seniors within the workshop, and an unrelenting must do attitude 8/12 TST were able to safely introduce M777 into the Regiment. However insurmountable our challenge may have seemed, our mission was achieved when the first 155mm round left the barrel of the M777A2 Howitzer on 27 April 12 at the Shoal Water Bay Training Area. The aim of this article is to articulate to the RAEME audience the challenges 8/12 Technical Support Troop experienced with the introduction into service (IIS) of Army's new Offensive Support capability; the M777A2 Howitzer.

Liaison with outside agencies

IIS of any capability can not occur without appropriate engineering support. Outside engineering agencies are instrumental to ensuring that new capability is introduced in a timely and safe manner. It is fair to say, from a TST perspective, that this did not occur as fluidly as hoped. It is essential that any capability is introduced in accordance with relevant publications. It is this technical area where the RAEME SNCO, especially the ASM, come to the fore. Within any workshop there exists the technical knowledge to achieve anything. The technical SMEs within TST were able not only to advise outside agencies of technical issues associated with receipting in the new Gun, but also provide sound technical advice to commanders to fix the issue. As a lesson learned, it is the advice of 8/12 TST that any workshop accepting new capabilities into a unit should ensure that the equipment is fully functional, the technical inspection number be written on the green sticker, and the technical inspection be recorded in MILIS. To do otherwise increases the amount of risk a commander needs to accept.

RPS shortages

It was discovered that RPS can be both an enabler and disabler for M777. Currently, there is a shortage of M777 parts within Australia. It must be articulated to those responsible for introducing new capability that it is strongly recommended to commanders that appropriate levels of RPS are available before introducing a new capability into service. Should this not occur, it is reasonable to assume that a single fault can leave that capability XX until that part can be procured, which has been the experience with the M777. Additionally, commanders should be aware that technical inspections also consume RPS, and that just because a piece of equipment is not in use does not mean mandated maintenance requirements stop. Lack of RPS is irony personified. If RPS is not available, then a technical inspection can render the new capability XX.

Integration with other projects

A Gun is more than just a Gun. As logisticians, we all understand that any new capability requires co-ordination with other projects. This

co-ordination can not occur at the unit level. It must be coordinated by the relevant project offices so that capability is introduced in a timely manner. One such example is that of the Mack Gun Tractor. M777 is not a self propelled capability; therefore, like the M198 Howitzer it needs a dedicated Mack variant to move it around the battlespace. A delay in the modification of the Mack GT caused a commensurate slide right in other areas. When any project slides right there is an associated slide with other projects. This creates confusion, frustration, and uncertainty. There are technical and non-technical consequences associated with a slide in timings. Training objectives for both RAEME and our dependency stakeholders are severely affected, even with a small slide. Staff work increases in the form of extension requests for taskings and the administration associated with liaising with engineering stakeholders. Technical skill degradation occurs when qualified craftsmen are not 'swinging spanners' on the equipment for any extended period of time. It is essential that RAEME workshops across Army ensure that there is a higher level of integration among projects that are associated with each other (i.e. Land 121 with Mack GT and Land 17 with M777). If there is not, then RAEME must demand it.

Digitisation and RAEME

The way forward for RAEME within Artillery is digitization of processes. With the introduction of new battlespace management systems, RAEME must adapt to the changing environment in order to exploit this opportunity. Real time messaging means EMEFIXS and demands for RPS items can be actioned during a fire mission. This means that combat service support can be provided in an extremely timely and accurate fashion. There will be trade-related considerations as well. RAEME may well need to delve into the signals world i.e. boffins maintaining IP address systems. RAEME might consider arming Forward Recovery Teams with digital means so that elements forward of the echelons maintain technical and tactical situational awareness. Digitisation has far reaching benefits for logistics as a whole; however the changing nature of maintenance in the tactical environment can mean that RAEME can benefit the most from digital communication.

Conclusion

Arte et Marte: with skill and fighting. No less relevant today than it was when the Corps adopted the motto all those years ago. The skills the RAEME officer and craftsman need, however, are changing. Liaison with outside agencies, RPS procurement prior to IIS of new equipment, integration of Army projects, and digitisation of processes are valuable lessons that 8/12 TST have learned. The introduction into service of M777 has shown that RAEME needs to pass on lessons from earlier introduction of new equipments. Although all projects are different,

8/12 TST could have learned from other units 'lessons learned', however no readily available documents are available. Two notable examples that may have assisted are lessons learned with the IIS of the Tiger to 1 Aviation Regiment or the IIS of M1A1 Abrams tank to

1 Armoured Regiment. 8/12 TST wish to pass on these lessons learned to the wider RAEME community, in order to mitigate similar challenges other workshops may experience.

Tough Mudders (Phillip Island) March 2012

SGT Stewart Lever

The end of March 2012 saw 40 motivated RAEME 'mud mercenaries' from Technical Support Troop and specialist trades in Ancillaries Troop, 6 Aviation Regiment deploy to Phillip Island to participate in 'Tough Mudder'. Tough Mudder is a gruelling 19km adventure race designed by British Special Forces, and commenced for the RAEME team with a 14-hour drive down the coast. The drive turned into a bonding session of its own, with many stories and average jokes forming the team into a tight-knit and sometime unruly group.

The morning of the event was a crisp 16 degrees with apprehensive and anxious members taking multiple trips to the limited bathrooms. One roll of strapping tape just didn't go the distance for what was going to be the longest run for the majority of competitors (let alone the 25 obstacles in the mix). The obstacle course allowed each individual to experience every value we as soldiers hold very close to our hearts.

While the focus was teamwork, mental toughness, endurance, determination, courage, persistence and leadership were essential to complete the course. There were 11,000 participants competing in Tough Mudder that day, so each team had a designated start time to stagger the groups. As we stood at the start line in four, smaller sub-teams distinguished by coloured wristbands, all Mudders took a knee, and the Tough Mudder pledge was read out:

As a Tough Mudder I pledge that...

- I understand that the Tough Mudder is not a race, but a challenge
- I put teamwork and camaraderie before my course time
- I do not whine – kids whine
- I help my fellow mudders complete the course
- I overcome all fears

Repeated by approximately 250 people in our split, and boxed into a tight space before the first nine foot wall, it charged everyone with emotion. The starting horn finally signalled the release, and began what was to be one of the best ways to spend a weekend with your mates. At that time, in a spur of the moment decision, we raised our team mascot; CFN Timothy Harvey above our heads and ran him through the starting frame. Unfortunately, as the shoulders started to fatigue 30m past the start line, we dropped Timmy like a bag of spuds and the adventure began.

25 obstacles lined the course; there were a variety of 12 foot walls,



mud pits, crawl spaces and water obstacles. However, the clear standouts were the ice baths, electric eel, 80m muddy water slide, Mud Hill, and Electro Shock Therapy.

The ice baths were two long rectangular pools that were full of ice and without a doubt the coldest pools we have ever jumped into. As each head rose from the water for a gasp of oxygen, the shock could be seen on every Mudder's face. Further pain awaited as each member attempted to fight the sudden cramp and numbness as they tried to climb out of the pools at a great rate of knots.

The electric eel was a surprise obstacle that we had no idea about prior to starting. When we reached the obstacle, staff members were hosing us down whilst we leopard crawled along a huge tarpaulin, trying to dodge electrical wiring hanging from frames. Most of us got a fair whack from the voltage in the wiring, and many laughs could be heard as bodies spasmed into the muddy water.

The 80m waterslide was everyone's favourite; after running along the stunning cliffs of Phillip Island on the inside of the race track, we came across a huge plastic sheet laid down a very steep hill. A water manifold pinned the top of the sheet to the top of the hill and provided a perfect sheet of water all the way down! As you could imagine, an 80m slip-and-slide brought out the inner-child in everyone as we shot down that hill and ran into other Mudders in the water pit at the base.

The Mud Hill immediately followed the slide; and its 'difficulty level' could be gauged by the 300+ people packed in like sardines at the





base of this very steep, very slippery, and very muddy hill! Again, teamwork was the key, and a 10m daisy chain of Mudders was used as stepping stones to climb over in order to make it to the top.

The Electro shock therapy was the last obstacle of the day. As with the electric eel, this obstacle was lined with staff hosing participants down to allow the 10,000 volts to take full effect. Furthermore, hay bail trip hazards were scattered within the framework, ready to drop unsuspecting Mudders. The framework used to construct the obstacle was massive, with twice the amount of electrical wires used than the electric eel.

A 10 man team could easily run through at a time, so it wasn't a case of if you would be electrocuted, but when! Some team mates got electrocuted so bad that they fell face-first into the obstacle whilst still arcing out the electrical wires! This was the ending we all knew was coming, however, the adrenaline rush of clearing the last wires, and finishing the 19km course was still well and truly worth it.

The 6 Aviation RAEME Tough Mudders crossed the finish line late in the afternoon, more than 4 hours after starting the adventure. We were then surrounded by promotional staff handing out our Tough

Mudder completion headbands and T-shirts; memorabilia which is only given to those who complete the gruelling course. As we sipped on our complementary VB cans, the clouds rolled in and the space blankets came out. Though there was still a great buzz in the air, the 6 Aviation lads happily limped away, in serious need of a proper meal, a hot shower and a night of celebrations.

Without a doubt this activity was one of the best starts to a year we have ever had within the Regiment. To anyone thinking of a recreational event to build on the Army's core values; look no further. I believe it was a fantastic team building exercise for the RAEME boys involved. Tough Mudder tested the fittest of the group, while still allowing the 'less-fit' to complete the course as long as they had the determination and perseverance to do so.

We would like to make special mentions to the RAEME Corps Fund for subsidising the team with \$1500, which made the event possible. To the organisers: CPL Rodger Penrose and CFN Timothy Harvey, who made the event go off without a hitch. Finally, we would also like to thank Mr and Mrs Harvey and Mr and Mrs Gibb who allowed us access to their properties on Phillip Island to accommodate us.



RAEME Aviation – Plan Pelican

Options Workshop July 2012

Plan Pelican is FORCOMD’s plan to reform and modernise Army aviation maintenance support, and in September it will have been 12 months since COMD FORCOMD signed the Directive that effectively launched the plan in earnest. The plan began with a detailed baseline definition and investigation of the issues, and it was during this time that we hired the assistance of the consulting firm, KPMG.

The baseline and issues definition phase involved visits to units and other supporting organisations to conduct interviews and discussions that resulted in hundreds of data entries. These have since been synthesized into key findings of what the real issues are (as opposed to the perceived issues). The latest stage in the plan (highlighted in the figure) saw over 60 representatives from the RAEME aviation capability along with representation from RAN, RAAF and DGTA-ADF, converge on Oakey for the Plan Pelican Options Workshop during 17 to 19 July.

The aim of the workshop was to develop reform options that address the issues found. The objectives were to:

- gain a collective understanding of the issues and the need for reform,
- develop and prioritise the potential reform options,
- group the options into common themes with consideration of benefits, consequences and trade-offs, and
- commence the reform process.

All RAEME participants were energised and motivated by the activity but perhaps the best endorsement can be gleaned by quoting the senior Navy person in attendance, CAPT Reilly:

“The three-day workshop was held in a disused hangar at Oakey airbase, and was facilitated by KPMG. KPMG ran a pressure cooker environment 0730 through to after 2000 the first day and only slightly less on the next two. The process worked without lunch breaks or breaks for brews etc with all attendees under the pump. We were centrally briefed on numerous exercises and broke out into small teams to tackle them.

We were pressed to produce results in strictly controlled times slots; eating on the run and presenting team results to the combined audience after each exercise. In parallel, KPMG’s team

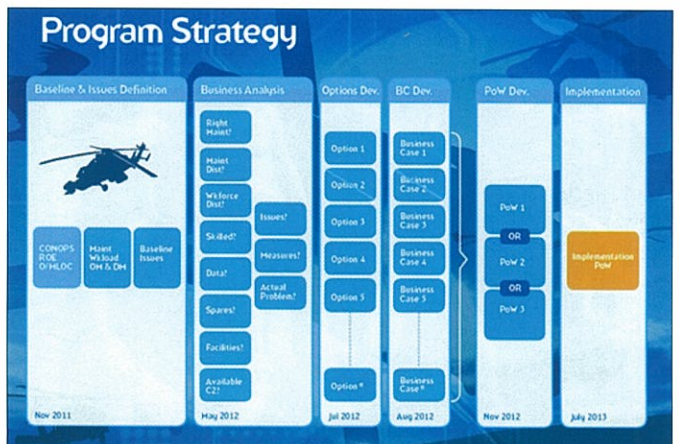


copied (photographic and video) and distilled all the white board information, presentations and select team discussions allowing them to present a detailed summary report by the following Saturday (yep, within two days of completion!).

The process started with encouragement to spill the beans on what problems exist within Army aviation – and this was most revealing and honest. This was followed by the development of blue sky concepts on how RAEME Aviation could gain efficiencies and participants were driven to eventually devise practical options across the spectrum of inputs like policy and supervisory reforms, the wider use of self certifying authorisations, rank and skill level mixes, rationalisation of the number of trades and contractual reforms that reach into redefining maintenance levels, and the use of an integrated workforce. C2 and capability delivery and demarcation between corps were also thrown into the mix.”

The last day was a day of distillation – narrowing to devise real options with as much detail as possible. The Combat Aviation Technician effect is alive and well but the popular solution of producing a ‘super tradesman’ is probably not the solution as much as a combination of activities that delivers a framework allowing a higher level of flexibility in the use of Army aviation maintenance and contracted staff across multiple aircraft type and trade boundaries. The Options Workshop was a success in that it met the objectives and provided a well discussed basis for going forward but there is still a lot of work to be done. The next steps will be:

- Plan Pelican Steering Group (PPSG) 23 Aug 12 for guidance,
- Business case development,
- PPSG Nov 12 for selection of options to implement, and
- Commence implementation from 2013.



RAEME CELL, Development Group, ALTC

CAPT Benjamin Bruce SO3 TRG RAEME

Throughout the year so far, the RAEME Cell within Development Group, ALTC has made several significant changes to courses undertaken by RAEME tradesmen. All changes have been made to benefit soldiers by enabling greater skills to be obtained, preparing tradesmen for operations and reducing time spent in training. A few of the notable changes are explained below.

Recent changes to the Subject 4 Warrant Officer RAEME (ARA) Course will see the release of a new Training Management Package (TMP) which has been approved for Pilot in September 2012. The focus of the new course has moved away from maintenance engineering towards maintenance management, with an increased emphasis on the practical skills required to run a workshop. The course is underpinned by RAEME doctrine and TRAMM-L policy. Training will be delivered using a simplified three module structure, covering MILIS Maintenance Manager, Maintenance Support to Land Operations and Technical Integrity Supervisor responsibilities. It should also be noted that this course will now become a combined course, meaning that all ECNs will complete the same training.

The approval of this change is the first step in the evolution of the continuum with the release of DRAFT TMPs for the Subject 4 CPL and SGT courses, using the same three module structure. This change is due to commence in June 2012. The redevelopment of the entire Subject 4 RAEME Continuum using RAEME doctrine and maintenance policy will give stability to the continuum whilst also maintaining workplace relevance to RAEME trades people, at all ranks.

Recently approved changes to the Recovery Mechanic IET course will see members awarded the Certificate IV in Driving Operations (Heavy Recovery). This is a significant improvement on the old course which saw a vast array of competencies awarded without achieving any formal qualification. It should be noted that this change in no way influences the specific content of the course.

ECN 229

Within the vehicle mechanic suite of courses, a number of modifications are occurring:

- The ATT Vehicle Mechanic course now incorporates Auto Air-conditioning, with PMV (Bushmaster) maintenance to be added as soon as training aids become available.
- The G-Wagon maintenance course (Gap Training) is currently running at full noise and should see the attendance of some ATT course members by July this year. Gap training will continue as required, but full incorporation of G-wagon maintenance into the ATT VM course will occur by mid 2013.
- Abrams M1/M88 maintenance course has been split to become two separate courses.
- Bushmaster maintenance has had some duplication in training removed and is now 6 days plus a 3-day first and reverse driver course.

ECN 421

The ATT Technician Electronic Systems course now incorporates the following:

- Protected Weapon System (PWS) maintenance training;
- Remote Weapon Station (RWS) maintenance training;
- Direct Fire Support Weapon (DFSW) Javelin maintenance training, and
- FP-ECM maintenance training.

These inclusions in the ATT course will produce a more rounded and useful Electronics tradesperson, directly out of OJT. These inclusions

will also reduce the amount of short equipment courses that Electronic trades will attend early on in their careers.

ECN 418

A new system that will be the responsibility of ECN 418 is the Water Purification and Desalination System (WPDS). These systems will be located in construction squadrons and combat engineer regiments. The maintenance course for the WPDS will be run by DMO for soldiers posted to these units.

ECN146

A number of changes relevant to the fitter armament trade are currently in the works:

- Abrams Tank Armament Course has had the M88 Restricted Driver phase removed, saving two days on the course.
- The .50 cal module has been placed back onto the Support Weapons Maintenance Course, in order to meet the requirements of the new Infantry Battalion Single Entitlement Document.
- Trainees attending the ATT Fitter Armament Course will now also attend the Support Weapons Maintenance Course before being posted on OJT. This means all Fitter Armourer will leave the school fully qualified on the Army's main stay of small arms.

ECN235

There have been some changes made to the Metalsmith Conversion Course:

- The course is now designed to train Metalsmiths to a Cert IV in Engineering. Metalsmiths will still be recruited with a minimum of Cert III in Engineering but will be mapped against the Cert IV package we have designed. Initial plans were to start the new course this July, however, delays in arranging the new contract and funding has seen the Pilot postponed and a new start date yet to be confirmed.
- Research is currently being undertaken in an attempt to streamline the SAAMT and Q&T courses. A number of options have been investigated so far. One is a heavier focus on welding procedures for Q&T steel as opposed to the current platform specific approach to training. Another is the movement of the Abrams Tank phase of the SAAMT course to the Q&T course.

TRF training across Army is currently at varying stages of review. This came from a realisation that TRF training specific to a range of specialist and all-corps courses was being overlooked in review processes and often passed off as purely a RAEME problem. The subsequent rewrite and implementation undertaken by the Dev Gp RAEME Cell should work to correct this common misconception and result in the relevant training of All-Corps TRF responsibilities as well as those specific to specialist positions within a range of corps.

The Trades Section of the Cell is currently in the process of conducting an Employment Category Review of RAEME Ground Trades. The data collected via personnel surveys and face-to-face forums throughout 2010-11 has been analysed and feasibility reports are being generated for each ECN. These reports outline the current capability of each trade and detail courses of action to resolve any shortfalls. This will ensure that our ground trades remain sustainable and capable of providing the same high standard of maintenance support that Army has enjoyed since 1942.

It has been quite a busy start to the year for the RAEME Cell in Development Group and should only continue to get busier with the consolidation of the Employment Category Review results and recommendations, the introduction into service of newly-procured equipment and the ever-evolving maintenance process.

An Old Friend Returns – Remus Rover

W01 Ian Baker

In the late 1970's RAEME staff from the Puckapunyal Military Area formed the REMUS Rover team, focused on raising the profile of the corps and developing trade skills amongst active team members. The vehicle was donated from Army disposal agencies and operated on donated parts and corporate support via the RAEME Association. The vehicle competed in various enduro style races through-out Victoria and New South Wales, gaining exposure for recruiting people into RAEME and providing a social interest for RAEME members. During the late 1980's early 90's, REMUS activities was wound down due to various factors, predominately large scale movement of soldiers out of Puckapunyal to either Queensland or Northern Territory. The vehicle was retired and has since been in static storage in Bandiana / Bonegilla. The origin of the name Remus (spelt RAEMUS), is unclear, it has never been documented but always been referred to as Remus. It is believed to be named after a RAEME member circa 1942 whose nickname was Remus.

Operational Concept

The vehicle belongs to the National RAEME Association, SO2 RAEME reserves the right to determine the actions and location of Remus at all times.

The principle for operations involving the Remus Rover Team is based on the original operating premise of Remus during the 1970's / 80's. The team is solely operated by RAEME members, other defence members may participate however all functions and decisions are solely for RAEME members.

Remus Rover is both an activity to develop trades skill for tradesmen in areas not normally exposed to during normal work environment and for a RAEME Corps promotional vehicle to support the recruitment and retention of corps members.

The Future Plans

For the remainder of the year the team will focus on preparing the car for CAMS certification and driver training. With the workshop being in an Engineer unit it allows the workshop to have a prepared test track in the plant training "dust / mud bowl". With this providing a private test track and race training facility equates to many hours of driving as well as the expected maintaining required in a race team. The team are planning to have the vehicle and drivers ready to start competing in 2013 if not earlier.

So for all those olds & bolds out there and anyone else who maybe interested we need corporate support to make this work. Advertising space is available (the car is getting a complete re-spray) for any interested agency.

Team Management

The team has formed a provisional committee to enable the initial re-establishment of REMUS Rover to be conducted, all members within the 5th East area of QLD are welcome to join in and play a role within the team. You don't need to be working on the vehicle to be working in the team, much sponsorship and liaison is required to establish the team again. Any RAEME member interested in joining the REMUS team please contact any one of the committee members listed below.

Just like years before the team has one simple rule, you work on the car / team, you get to drive / navigate the car on the track.



TEAM LEADER: CPL CHRIS JACKSON – 07 5361 5721

ASSISTANT TEAM LEADER: CPL CHRIS BROWN – 07 5361 5728

COMPETITION MANAGER: CFN DAVID REED – 07 5361 5726

CORPORATE LIAISON OFFICER: CFN TONY WRATTEN – 07 5361 5725

Finally bringing REMUS into the current period the team has established the REMUS ROVER Facebook page which has been linked onto the RAEME Facebook page. By this medium the team will keep all abreast of developments and events the team is conducting.

REMUS ROVER:

Series 2A SWB Landrover

186 SS Holden Red Engine

Series 3 front guards

Over Engineered Rollcage, RAEME style

Many modifications to are planned to comply with CAMS specifications.

Currently talk about dropping a small block V8 into it is in progress.



2012 Team Army

Due to some unfortunate events at the end of 2011 both Armygeddon and Project Digger needed new engines. ArmyG had an LS1 Transplanted into it, with Digger getting a new 548ci 775Hp monster. Digger's engine was finally installed the night before it was due to leave for Summernats with the engine being first started at 3am. Sgt Stew Watson, Sgt Matt Dowd, Sgt Chris Pooley, Cfn Bill Brodbeck and Cfn Mark Hombsch were put the guys to the test and it gave the trainees some good hands on work with installing and tuning. On first light a test burnout was conducted with a successful result; the car was then prepped and placed on the trailer for its trip to Canberra.

Summernats – Both cars performed well at the event. Project Digger was given the honour of opening the burnout masters competition and was invited to participate in Chic Henry's farewell the 25 car salute. Sgt Battaglia put ArmyG to the test on the dirt figure eight track, and managed to get the quickest time but was not eligible due to too many driving wheels. ArmyG also proved how tough it is by doing away with the prime mover and towing the transporter on its own.

Driver training day – This was conducted at East Bandiana, to give the trainees some hands on driving experience in Project Digger. It was a good opportunity to put the car through its paces, evaluate new tyres and train new drivers. Project digger blocked out the sun over East Bandiana all day, going through 10 sets of tyres.

Clipsal 500, Adelaide – This is always a large event, with on average 300,000 people making it through the gates on any given year and was quite a busy event for the team. Atkinson was the only man able to cut his in arm on the soap dish in the shower to the point where stitches were needed. Project Digger was programmed in to perform on the track, once a day, over the four day event and perform it did, although unfortunately, Friday saw the gearbox and torque converter extension housing separate causing the car to drop its gearbox oil on the track. The staff and trainees worked hard on Saturday to get the car up and running for its last burnout on Sunday, with a test drive conducted Sunday morning it was ready to go for its 11am performance which went without fault.

Formula One Grand Prix, Melbourne – This event was a static display for Team Army, and with both cars in attendance they attracted large crowds. Whilst at the event LTCOL Regener and SGT Shayne Salau got to meet the Victorian governor. Cfn Keygan the junior member of the team found that he had to prove his age to view M15+ material. The team even got to take the coaster out for hot laps around the track.

Nitro Championships, Western Sydney International Dragway – This event was a first for Team Army and we left a positive lasting impression on the organisers, competitors and the public. Sgt Watson got to slide digger around on the worlds largest burnout pad getting congratulations on his performance from the legendary Victor Bray. Pte Darren Van Zanden, Cfn Bree Bailie and Cfn Matt Fullarton were given the opportunity to oversee the rebuild of Darren Morgan's Top Fueler engine and were then shown through his trailer and got to learn a few new skills. At the end of the event Team Army got to hang out on the tarmac with the RAAF boys and a C-130 for a bit of a photo shoot.

Digger is currently undertaking some new suspension modifications and strengthening to be ready for some future deployments to Townsville, ADFA Open Day, Bathurst and the Gold Coast. ArmyG is getting a new blower and is being converted to carburetted from EFI.

Team Army would like to mention the following for their efforts this year:

COL Adams, WO 1 Barron, LTCOL Phillips, LTCOL Regener, LT Buntine, LT Sisson, WO1 Ballard, MR Gibson, SGT Battaglia, SGT Dowd, SGT Salau, SGT Watson, SGT Pooley, LCPL Stevens, LBDR Sariks, Cfn Brodbeck, Cfn Copeman,

Cfn Gladman, Cfn Hombsch, Cfn Simmonds, Cfn Atkinson, Cfn Bailie, Cfn Fullarton, Cfn Aronov, Cfn Lee, Cfn Keygan, Cfn Barker, Cfn Block, PTE VanZanden.



RAEME Pictorial History Book Project

R.L.G. Grant AM PD CHP

VISION

RAEME enjoys a reputation for service and technical excellence: a reputation hard won and highly valued. It results from several generations of officers, warrant officers, non-commissioned officers and craftsmen committing themselves to a culture of service and support to combat arms and services through the delivery of outstanding materiel maintenance, maintenance engineering and recovery support.

War fighters of the future will continue to depend on our traditional support, but increasingly, they will depend on the technological edge provided by members of the Corps to enhance equipment on modern, complex and fluid battlefields. Therefore the Corps' future on the modern battlefield is assured. Most importantly, the Corps' reputation, as an active member of an integrated combat-team, contributing to the defence of our Nation, will only grow richer: its spirit is in the hands of the people who comprise our Corps – past, present and future members.

Introduction

The Royal Australian Electrical and Mechanical Engineering (RAEME) Corps has entered its seventieth year of service to the ADF. To celebrate this achievement and it is timely to record the events which have contributed to our reputation as a Corps over that time. Therefore the Head of Corps RAEME, BRIG David Creagh, AM, has encouraged the RAEME National Association to take the lead in a project to develop a new history of the Corps. This pictorial history will complement an original history published in 1992, but this time using personal accounts and experiences provided by our own people as the basis of the narrative.

Amongst other things, it is hoped that these stories will inspire all members of RAEME, in particular our newest members, and give them a sense of pride in the Corps' achievements, understand its contribution to the nation in general, but specifically, its contribution to the ADF since its inception. These stories are also important to the general Australian community, who know little about the "back room boys" of the Army, and their contribution to the Army's war-fighting ability through the effective management of maritime, land and aerospace equipment in war and peace.

Intent

The intent of the Royal Australian Electrical and Mechanical Engineering Corps Pictorial History (CHP) Book project is to produce a pictorial memoir celebrating the achievements of individuals, sub-units and units of the Royal Australian Electrical and Mechanical Engineering Corps (hereafter referred to as RAEME) during peace and war. The book will be compiled from contributions in the form of stories and photographs from past and current members of RAEME. These contributions will be developed and published as a "coffee table" book.

Aim

This article outlines the methodology to be employed to capture, store, edit and publish suitable stories for the book to be entitled "In Peace and War – A Pictorial Memoir of the Royal Australian Electrical and Mechanical Engineers".

Outline

Contributions will be collected by all available communication channels, and will be stored in a permanent electronic form by the Head of Corps (HOC) Cell, at Bandiana. The book will address various facets of the Corps' support to operations and training since 1942, by reference to major ADF activities or operations; and by chronological sequence of events (e.g. RAEME in Timor 1999 to 2011). Past and present members of the Corps are encouraged to provide photographs of interest, together with short accounts of the events depicted in the photo or photos.

Contributions will be vetted by the HOC Cell staff for suitability for inclusion in the book, applying an initial check, ensuring the content is relevant, clear, authentic and readable. The contributions will then be stored safely in an agreed format to aid identification and management by the CHP Editor. The contributions will then be passed to the CHP Editor for compilation and the development of the first draft document. The HOC will also administer the Code of Good Practice which each contributor will be asked to adhere to in order to protect the writer and the project team. Finally the draft book will be placed in a suitably designed publication, or electronic format, forming the basis of a largely pictorial memoir. Publishing methods are still to be agreed but clearly form an important part of the project.

Contributions

The success of the book is highly dependent on the quality of photographs being submitted. The photographs in themselves should depict an interesting story, or specific activity, in which members of the Corps participated or more importantly led. Equally important is the accompanying written account that underpins the photograph. The written component of the submission should focus on telling the story of the human element depicted of the photographed activity within the context of an historical event. By employing the above philosophy it is anticipated that a very readable and interesting book will be produced.

Contributors are encouraged to provide their stories to the HOC-RAEME Cell directly or through and preferably in an editable electronic form (.rtf, .doc, .txt), but they can also be provided in "hard copy" form. An email address for contributions and general communications has been established and hard copies should be to the following address:

Electronic Copy: raemebookproject@hotmail.com

Hard Copy: S02 Corps Heritage, HOC Cell – RAEME
Latchford Barracks, BANDIANA, Vic, 3694

Submissions should outline the situation leading to the event (the context); provide a description of the particular event including a description of the involvement of individual(s); provide an understanding of the equipment related or purely RAEME related aspects of the portrayed event; and lead to a conclusion or outcome of the activity. Each submission should be limited to approximately 1,500 words. More detailed guidelines for the compilation of submissions are detailed below.

It is critical that the photos are of the highest standard and are originals so they can be reproduced in a quality format; hopefully

have not appeared in other publications; will be of interest to the reading audience; and lend themselves to detailed captions and or linking to narrative.

Should a person providing the submission feel uncomfortable writing the story, or have difficulty writing in an agreed style, the services of the CHP Editor will be provided. The book is to include contributions from all members of the Corps, full and part time, and AEME and RAEME service personnel regardless of gender, origins, or rank, contributions will also be welcomed from non-members of the Corps who have a story about the Corps, which they think should be shared.

Detailed Guidelines for Contributors

This project provides a wonderful opportunity to record individuals' experiences, or those of their mates and colleagues. The aim is to seek these contributions in the form of short stories, supported by supported by good quality black and white or coloured photographs. Therefore writers should not be constrained from presenting their stories in their own style, but the editorial board reserves the right to "standardise" the style of storytelling throughout the publication. A template to enable a standardised format for contributions will be provided on the national Associations and HOC websites. Writers may chose to draft a complete story, or provide a dot point outline from which a story may be created. In either event, contributors will be asked to observe the following broad guidelines:

Identify and explain the situation depicted in the photograph:

- Where the activity occurred
- In what operation, exercise or setting did the activity depicted occur?
- Identify any equipment, (aircraft, vehicle, plant or watercraft) or weapon(s) depicted in the photograph.
- Identify the degree of danger and/or technical and practical difficulty involved in the situation.
- Explain the outcome of the situation and what happened immediately after the situation depicted in the photograph.

Identify (name and rank) the soldiers depicted in the photograph. Also include as much background information on each soldier as possible. For example:

The specific role of each soldier in the activity shown.

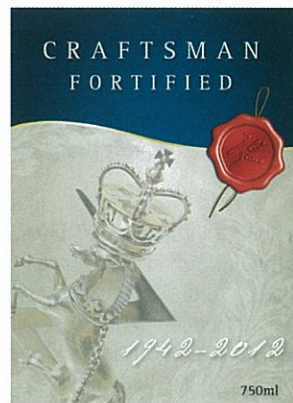
- How long each soldier had been in the Army at the time of the activity depicted.
- Did the soldier start with RAEME as an apprentice or was he or she an adult trainee or entered the Corps by another means.
- Did the soldier commence his/her career in another Corps and if so which one?
- What happened to them after the depicted situation ended?
- Are they still serving or what civilian occupation did they go to after discharge/retirement?
- What rank did each soldier attain during his/her service?
- Any amusing anecdote regarding any of the soldiers depicted during their time with the unit.
- Were any of the soldiers renowned for any particular skill/activity (E.G. Service representative in sport)? This information should be provided as an addition to the information provided to support the photograph.

Conclusion

The history of the Army is resplendent with stories of the 'warfighters' but few if any recognise the contribution of the logistic corps, including RAEME. The CHP provides an opportunity to address this in a way that also captures the history of the Corps by exploring both personnel and unit experiences in both peace and war.

The format of the publication as a pictorial memoir is intended to widen the appeal and subsequent audience of the publication thereby perpetuating the reputation of RAEME as key contributor to the success of the Australian Army and the Australian Defence Force over the past 70 years.

RAEME Craftsman Port 2012 Commemorating the Corps 70th Anniversary (1942 – 2012)



This year's RAEME Craftsman Port is a delicious White Port from the well renowned Stanton and Killeen winery found in the respectable Rutherglen wine region.

The Port Bottle will be 750ml and will be selling for \$20. This Port is ideal for collectors and the white port is ready to drink.

<<<\$20 per bottle>>>

REGIONAL RAEME CORPS REPS

NQ – LT Chris Court (102 Fd Wksp, 3 CSSB) – Ph: 0433 821 662 / 07 4411 7303 – E: christopher.court@defence.gov.au
SQ – SGT Brad Sanderson (7 CSSB) – Ph: 0417 634 708 / 07 3332 7789 – E: bradley.sanderson@defence.gov.au
NSW – WO1 Steve Doehnert (DNSDC) – Ph: 0422 237 207 / 02 8782 4132 – E: mark.johnson6@defence.gov.au
Vic – SGT Craig Mason (ALTC, ASLO) – Ph: 02 6055 2239 / 0409 792 909 – E: craig.mason@defence.gov.au
Melb – Tony Minniti (AFV SPO, Vic Bks) – Ph: 0431 456 337 – E: tony.minniti@defence.gov.au
SA – TBA – E: neil.macmillan@defence.gov.au
WA – SGT Brad Maher (13 CSSB) – Ph: 0401 827 840 / 08 9262 4279 – E: bradley.maher@defence.gov.au
NT – LT Alex Graham-Bowman (101 Fd Wksp, 1 CSSB) – Ph: 0400 331 581 / 08 8925 9302 – E: alexander.graham-bowman@defence.gov.au
Oakley – WO2 Brett Thomas (RAMS) – Ph: 0413 132 553 / 07 4577 7404 – E: brett.thomas@defence.gov.au
ACT – Chris Hodge (DMO) – Ph: 0402 059 058 / 02 6266 0811 – E: chris.hodge1@defence.gov.au
Pilbara – SGT Darryl Porter (The Pilbara Regt) – Ph: 0428 115 274 / 08 9185 9137 – E: darryl.porter1@defence.gov.au
Qld Assoc – Bruce Hermann (Qld Assoc) – Ph: 0418 871 081 / 07 3399 6602 – E: bkherb@bigpond.com

Special Operations Rapid Fabrication Cell

Special Operations Logistics Squadron (SOLS) was originally established as the Special Operations Combat Service Support Company (SOCSSC) in July 2003, as part of Special Operations Command (SOCOMD). The unit was re-named as the Special Operations Logistic Squadron in 2007 and provides specialist CSS to support and enable SOCOMD capability in order to achieve Australia's strategic, operational, and tactical objectives.

SOLS is a Squadron sized element of Logisticians, responsible for providing diverse logistic support to SOCOMD in all theatres of operations, around the world. SOLS is the only independent logistic Squadron within SOCOMD and the only independent logistic Squadron within the Australian Army.

Recent operational lessons identified the need to provide rapid maintenance engineering support to SOCOMD at a rate faster than was conventionally available. Standing arrangements did not generate sufficient tempo to design, accept and deliver a product suitable and relevant to the user.

In response to this identified capability gap, SOLS was able to leverage off relationships developed with, and lessons learnt by, United States Special Operations Command (USSOCOM) to develop the Special Operations Rapid Fabrication Cell (SO RFC). The SO RFC, resident within the SOLS Technical Support Troop (TST) provides SOCOMD a unique capability within Army to design, manufacture and fit modifications to Military-off-the-Shelf (MOTS) and Commercial-off-the-Shelf (COTS) items. Moreover, the SO RFC provides SOCOMD the capability to design bespoke items based on an initial proposal, managing the process through to manufacture and ultimately issue to units.

Prior to the establishment of the SO RFC the TST was fortunate to be already well equipped with advanced machinery and tooling at the time of the SO RFC implementation, however procurement of several specialist items of machinery and tooling the TST can now provide enhanced levels of support to SOCOMD that is not replicated elsewhere within Army. Notable among this tooling is a Computer Numerically Controlled (CNC) Profile Water Cutter and Computer Aided Design (CAD) Laptops, Software supported by professional training from SolidWorks.

These two capabilities alone have enabled the production of several unique projects which have enhanced the performance of Special Operations Forces in Australia and overseas. Future capability projects include a 3D Prototyping Printer and CNC Machining Centres enabling production of project prototypes in a rapid and cost efficient manner, for analysis by the user prior to final production – resulting in the further reduction in man hours and delivery times.

These capabilities can only be enabled through judicious management of technical compliance. The SO RFC maintains TRF compliance for modifications and new articles by building and centralising SOCOMD ECP expertise within SOLS to provide quality control, installation, documentation inspection and CMMS updates ensuring first time success.

The SOLS TST is led by a Technical Authority (TA) Level 5 RAEME Engineer Captain, supported by an ECN006 Art Mech ASM, who both act as design signatories. The SO RFC itself is led by a TST GE Sergeant and comprised of Fitters, Metalsmiths and Tech Electronics Tradesman.



All design acceptance is completed by Special Operations Head Quarters (SOHQ) where a Level 6 TA is employed allowing projects to be completely handled (from design acceptance, manufacture and distribution) from within SOCOMD. This capability is of critical importance as it not only enhances project delivery speed but also ensures security restrictions can be maintained with ease.

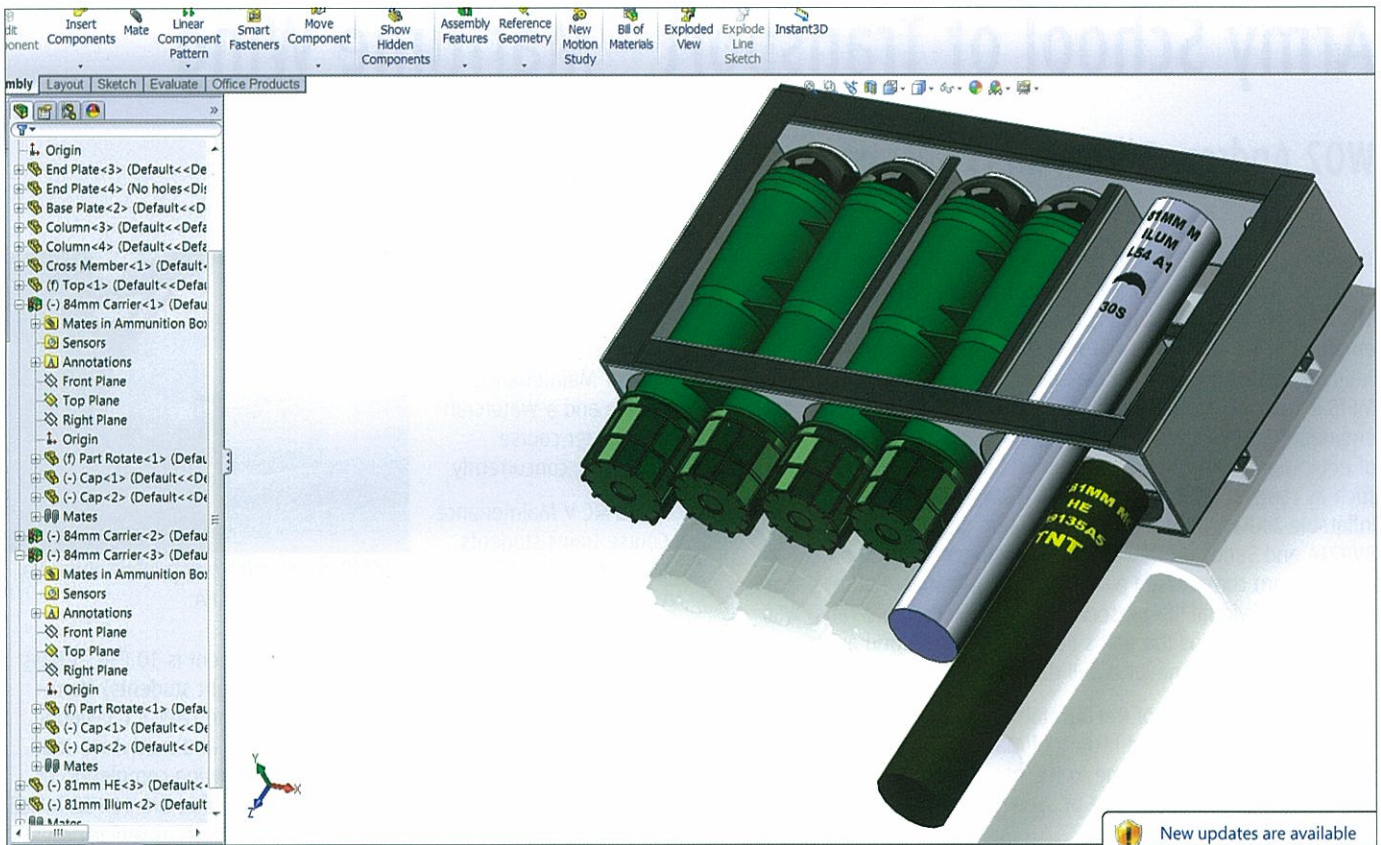
In line with SOCOMD's continued pursuit of excellence, the SO RFC will continue to exploit technology and seek opportunities to develop its Tradesmen. The SO RFC has been tasked to research and acquire reverse engineering technology which, on possession of portable 3D Laser Scanning equipment, will allow the SO RFC to scan a surface or component directly into the CAD software as a basis for future.

Once scanned, the part will be able to be recreated identically or modified to suit the mission or task designs – again saving significant time, effort and cost. Hand in hand with these future developments, the foundations of inter-service relationships are being constructed for cross pollination of equipment and skills whilst key personnel are forging international partnerships with affiliated SOF support units as SOCOMD and SOLS seek to develop the SO RFC.

Tradesman employed within the SO RFC are able to utilise trade skills learnt in their initial trade training and during on the job training at SOLS to produce articles varying from moulded and cast plastic items to laser sintered steel alloys. Examples of some items developed and manufactured include weapon accessory rails, NFE helmet mounts and explosive ordnance handling tools.

The boundaries and scope from within which the SO RFC enables SOLS Tradesman to employ their skills is vast, leading to a near constant desire to push the limitations of their base trades. This has resulted in some exciting, new initiatives and excellent professional development opportunities not only within their trade, but also within SOCOMD and on exchange with coalition special operations forces. In all cases, the SO RFC has contributed a measureable advantage to SOCOMD and, of equal importance, to the Tradesman employed within.

Tradesmen within SOLS and the other Technical Support Troops of SOCOMD require a higher level of maturity and be capable of working in ambiguous environments with minimal supervision.



be able to conduct assigned tasks in arduous conditions, remote locations, and in isolated and hostile settings. Importantly, Tradesmen are expected to develop and maintain a range of extended skill sets beyond those typically expected when employed outside SOCOMD.

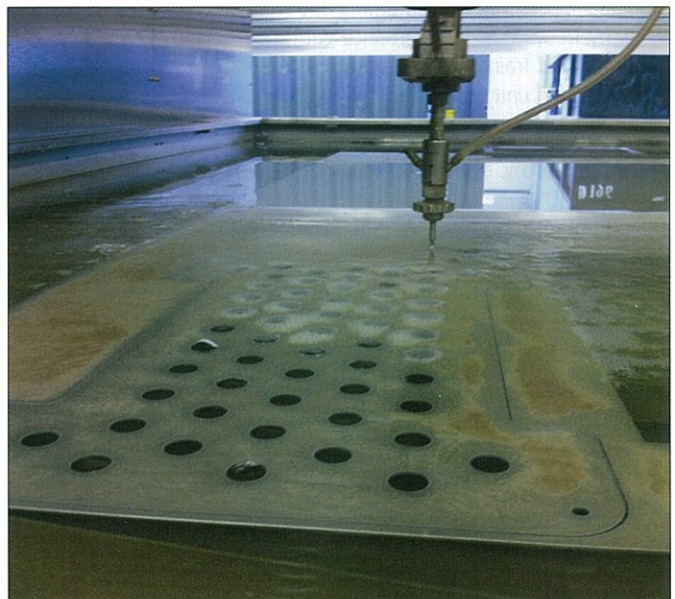
Due to the Squadron's small size, each individual needs to be capable of filling any position within their support team. As such, the Squadron is responsible for training its people in all aspects of Logistics support in order to ensure it can maintain its support to SOCOMD. SOLS members also are required to understand the responsibilities of each of their peers so that they can assume their role, to a certain degree, if required.

SOLS aims to employ volunteers who are selected for their trade competency and their ability to live a culture that supports exceptional performance. Although a relatively new organisation,

SOLS is proud of its short history; has high calibre people and is continually striving to provide the most effective and innovative logistic support to its dependent units and SOCOMD.

As a result of the SO RFC's capability, innovation and initiative SOCOMD soldiers now have the opportunity to directly create and modify equipment tailored to suit their specific operational requirement. SOLS Tradesman are able to extend the boundaries of their professional expertise, in a controlled environment, and express their ingenuity in an environment unlike any other within the Army.

These same Tradesmen will take this knowledge, experience and professional application into future postings within Forces Command where they can apply their enhanced skill-set to pave the way for a stronger Army RAEME capability.



Army School of Transport – Maritime Wing

WO2 Andrew Gillam METS Section Head

The Army School of Transport – Maritime Wing (AST-MW) is located near the mouth of the Ross River at Ross Island Barracks, Townsville, in sunny tropical North Queensland. There are two sections that employ RAEME soldiers at AST-MW; the Marine Engineering Training Section (METS) and Watercraft Support Section (WSS). METS is responsible for the development and delivery of all marine engineering training within Army and includes a diverse range of equipment, principles and systems; from medium sized boats such as Landing Craft Mechanised 8 (LCM8) to the smaller six man inflatable Zodiac, from high speed marine diesel engines (including 8V92TA and Series 60 Detroit Diesel engines) to 25 HP outboard motors, from compressed air breathing apparatus to fibre-glassing, and from individual life preserver vests to 10 man life-rafts. WSS crews and maintains the unit's fleet of watercraft and associated unit equipment. There is never a dull day in AST-MW for the RAEME boys!

The current generation of RAEME staff working at AST-MW this year continue a long and proud history of Marine Engineering in Army. AST-MW can trace its heritage to the now closed Chowder Bay Barracks, on the southern side of Sydney's Middle Head.

Ross Island Barracks is also home to the Marine Engineers of the 10th Force Support Battalion (10 FSB) Workshop Marine Forward Repair Group (MFRG) and the 35th Water Transport Squadron. 10 FSB has become somewhat of a 'feeder' unit; with RAEME soldiers moving further afield into the wider Army and SOCOMD units, having cut their teeth on LCM8, Noosa Cat and LARC V's at 10FSB.

Marine Engineering Training Section

2012 got off to a flying start for the METS. The new march-ins WO2 Andrew Gillam (Section Head) and SGT Jason Peterson arrived on 16 January to complete the mandatory training and instructor development (TAE10 Certificate IV Trainer/Assessor) requirements for the year, whilst the remaining section members (SGT's Adam Danby and Mat Fergusson, and CPL Brendon Kealley) remained on leave (or in the case of SGT Danby, 'holidaying' on the west-coast buying up some of Perth's hottest real-estate!).

Although not technically a member of METS, the WO1 Chief Marine Engineering Instructor (CMEI), WO1 Shaun Murray, is the Subject Matter Advisor for Marine Engineering in Army. The position is a training support role implementing and maintaining ALTC training and assessment systems in accordance with the relevant ASQA standards for Registered Training Organisations incorporated in Defence, FORCOMD and unit policies and procedures.

The WO1 Marine Engineer is the senior Marine Engineering specialist in Army, and provides advice on all matters related to the Marine Engineering specialist ECNs, including all training and equipment relevant to the Marine Engineering trades. WO1 Murray is currently kept busy compiling Training Management Package (TMP) amendments and guiding the METS staff for TMP part five updates and development, in addition to his myriad of extra-regimental appointments.

METS also calls on a number of Reservists to supplement the ARA staff. WO1's Ken Arnold and Ian Joyce, WO2 Clint Hackett, CPL Mark Simon and CFN Gordon 'Tiny' Monro provide a range of instructional, course development and maintenance support to AST-MW.

METS has a suite of nine courses that keep the instructors extremely busy for the year. All courses which METS conduct are now open to ECN 146 and selected ECN 229, as well as selected civilian

tradespersons employed by Defence. The training year commenced late in January with both a LARC V Maintenance Course and a Watercraft Maintainer course beginning concurrently.

The LARC V Maintenance Course trains students to maintain the LARC V, ancillary systems and its associated equipment.

Being that the only unit to operate this equipment is 10 FSB at Ross Island Barracks; the course panel was filled (eight students) from 10 FSB. The LARC V Maintainer Course covers the LARC's 6 cylinder B-series Cummins engine, the complex marine and road drive-train and craft hydraulic and electrical systems. Following completion of this course, Marine Fitters may be employed within the 10 FSB MFRG conducting medium grade break-down repairs such as replacing engines or transmissions and annual servicing tasks on LARC V. Alternatively, they may be posted to the Amphibious Beach Team within the 35th Water Transport Squadron as a Marine Engineer conducting light grade repairs and servicing in the 'field' to keep the units fleet of amphibians operating.

The Watercraft Maintainer Course (WMC) provides students with the skills and knowledge to maintain Army's medium sized watercraft such as landing craft (LCM8), SOCOMD watercraft and patrol craft to a medium grade repair level. It consists of theory and practical aspects for marine engine and propulsion systems, basic ships construction, inspections and documentation for watercraft, hydraulic and electrical systems. The WMC is 37 days in duration and prepares Marine Fitters for employment to maintain watercraft assets within units such as 10 FSB MFRG, SOCOMD units such as SASR, 2 CDO REGT, or RFSU units such as NORFORCE or 51 FNQR.

Immediately following the WMC course, METS conducted a Watercraft Specialist Course (WSC). This course is 25 days in duration and provides students the skills and knowledge to maintain Army watercraft such as LCM8, SOCOMD watercraft and patrol craft to a medium grade repair level. This course qualifies the students to fill the role as a craft engineer/crew member on-board. The WSC covers off aspects of ships husbandry, operation and maintaining the 12.7mm QCB machine gun and elements of shipboard safety.

As a craft engineer at a unit such as 10 FSB, you get to take 'ownership' of a craft's engines, machinery and other systems, and become responsible for implementing work schedules from EMEIs and ensuring all repairs and maintenance tasks are completed both along-side and at sea. This is in addition to being the sole technical specialist on board to provide advice to the CPL coxswain (RACT). You will also be responsible to the CPL coxswain for maintaining the craft's technical integrity, and supervising the quality of crew level operator maintenance. The diversity of work and responsibility for a CFN Marine Engineer far and away exceeds that of an armourer who may be sitting in a unit armoury conducting small arms inspections.

The WSC culminates with the Summative Assessment phase, conducted on-board AST-MW's LCM8's, off the Queensland coast in the Coral Sea. Commonly referred to as a 'sail-away', the phase sees the students participate in crew activities at sea, including conducting



LCM8 on exercise being lifted aboard a LPA.

a 12.7 mm QCB Machine Gun shoot, and possibly, a little fishing (if time permits!).

Still without a break in training for the year, an Air Breathing Apparatus Maintainer (ABAM) Course commenced. The ABAM course is designed to train students to maintain breathing apparatus, ancillary systems and associated equipment, including operating and maintaining breathing air compressors, cylinder filling and confined space breathing apparatus equipment. Again, being only 11 days long, the course provides an intense, yet rewarding, opportunity for the students to develop their skills and knowledge whilst in attendance.

The Supervisor Watercraft Maintenance (SWM) Course is the pinnacle course of the Marine Engineering trade, and consists of 33 days off-the-job training for relevant personnel to prepare them for employment in units such as regional JLU's, 10 FSB and SOCOMD units as a watercraft maintenance supervisor. As a watercraft maintenance supervisor, you may be responsible for arranging and supervising heavy grade repairs to Army watercraft at a contractor's facility, including the associated trade repair responsibilities, or supervising an integrated military and civilian personnel on the JLU (NQ) Slipway, conducting annual slippings. Pre requisites for this course are completion of the WMC and WSC, Marine Equipment Maintainer (MEM), ABAM, and Outboard Motor (OBM) Maintenance Courses, and it is desirable the students have two years experience maintaining landing craft or SOCOMD watercraft.

The METS staff are currently preparing to conduct a session of the OBM Maintenance Course, closely followed by a Marine Equipment Maintainer (MEM) course.

The OBM course provides students with the skills and knowledge to maintain OBM to a medium grade repair level. This course is one of the more 'popular' courses, with the course panel of 10 filling quickly (must have to do with every man and his dog wanting to know more on how to maintain their own OBM fitted to their tinny at home!). This course trains students on OBM power-heads, fuel and electrical systems and gearcases, from 25 HP two strokes up to and including the 275 HP, 6 Cylinder, Super-charged Verado four stroke OBM fitted to Army's fleet of Noosa Cat craft. The course is conducted over 11 days.

The MEM course is designed to provide the students with the skills and knowledge to maintain miscellaneous marine equipment up to medium grade repair. It includes training on the maintenance of sea survival equipment (life preserver vests and EPIRBs), inflatable craft (ZODIAC F470, six and 10 man Grand Raiders) and fibreglass repairs. The MEM course is conducted over 12 training days.

METS also conducts the Bridge Erection Propulsion Boat (BEPB) Maintenance course. The purpose of the BEPB course is to train selected Defence and civilian personnel in the maintenance of the RAE's fleet of BEPB up to medium grade repair. The prerequisite for this course is completion of the WMC (or the previous Watercraft Maintenance Techniques Course). The BEPB course covers off on the engine and propulsion systems, and craft ancillary systems, is five days in length, and is conducted once per training year.

METS also owns the TMP for the Marine Straddle Lift Operator Course. The aim of this course is to train selected personnel as operators of the 100 tonne marine straddle lift. The course is conducted as an exported training course, with the unit requiring the course requesting the TMP and conducting the course at their unit (specifically 10 FSB or JLU (NQ) at Ross Island Barracks, as that is the only location in Army that the marine straddle lift is located and operated).

Watercraft Support Section By CFN C.J Gordon

This year kicked off with another unfortunate high turn-over of Marine Fitters. Leaving the wing at the end of 2011 were CPL Mark Simon and CFN Ben Thorne, both electing to discharge, and moving on to enjoy the greener pastures of civilian life. Adam Danby was promoted to SGT and moved over to METS into an instructional role.



LARC V and LCM8 in holding station with LPA on exercise.

The two new Marine Fitters posted into WSS in 2012 were CFN Craig Gordon, moving across the road from 10 FSB Marine FRG, and CFN Daniel Lewis, moving from the 1st ARMD REGT in Darwin. They take up their postings in WSS along side LCPL Stuart Stapleton, the sole Marine Fitter remaining in the section from 2011.

With the Watercraft Support Section (WSS) being the true backbone of AST-MW, (no boats = no training) there is only three Marine Fitters to keep AST-MW's two LCM8s, fleet of Zodiacs, small craft, OBM, associated marine equipment, and of course, all the regular unit equipment and weapons, up and running. This pace could only ever be described as some-what BUSY.

The year has only just begun, but we have already provided support to the full array of the Marine Specialists courses, Marine Engineering courses and Marine Terminal Officer's Course, as well as daily tasks on Cleveland Bay for navigation, weapons and general marine training. With the fitters of WSS providing maintenance, repairs, servicing and training to both the trainees and instructors of AST-MW, as well as support to the not so technically minded.

With more courses to support this year, and plenty of time on the water to go, we can only imagine the variety of requests that Fitters of WSS will be called on to execute. The work may be hard at times, and not everyone's cup of tea, but it is very rewarding, offering a unique, and one of the best work environments any fitter in Army could ask for.

Information

If you desire a career in Marine Engineering in Army, you should approach your chain of command and request to be nominated on a session of a course. Further information on each course can be obtained from the Maritime Wing intranet site, <http://intranet.defence.gov.au/armyweb/sites/MWG-ALTC/comweb.asp?page=161427>.

Postings as a Marine Engineer can be professionally rewarding, challenging, interesting and diverse. As a crew member on board Army watercraft, you require a high level of self-motivation and ingenuity, as you are the sole technical specialist on board, answering to the CPL coxswain and often working independently from a workshop environment. Posting opportunities include (but not limited to) SOCOMD, RFSU, 10 FSB, AST-MW (WSS or METS). Should you desire a posting to an Army watercraft unit or position, you should update your EPAR and seek endorsement through your chain of command for forwarding to DSCM-A. The WO1 CMEI and WO2 METS Section Head are available to offer any advice you may seek and can be contacted via phone or email to discuss any questions you may have.

There has been some uncertainty surrounding the future of Army watercraft; however, rest assured, the issues facing the future are being investigated at higher levels, and the future of Marine Engineering is as much in focus as that of the future of RACT Marine Specialists. Army's future focus under Plan BEERSHEEBA for amphibious capability should certainly place highly trained and skilled Marine Engineers in good stead for continued employment in Army.

Introduction Into Service Maintenance Training – Mercedes Benz G Wagon FOV

WO2 Neil Taylor

With effect 01 Jul 12, the Mercedes Benz G Wagon Family of Vehicles (FOV) will be introduced into service in 7 Brigade. The G Wagon is the replacement vehicle for the current in-service Land Rover 110, 4x4 and 6x6. The G Wagon will replace many of the variants of the current Lightweight (Land Rover 4x4) and Light (Land Rover 6x6). Some of the roles currently filled by the Land Rover fleet will be replaced by the G Wagon; others will be replaced by vehicles from other Phases of the LAND 121 project.

As the G Wagon is 'rolled out' into Army, LAND 121 Training Team, as part of the Project, is delivering Introduction Into Service (IIS) Training for Army and Air Force. LAND 121 Training Team is divided into two separate teams. The LAND 121 Operator Training Team is located at RAAF Base Amberley and is responsible for the delivery of the 209506 G Wagon Operator Conversion Course.

The Operator Course delivers conversion training for 'trained operators'. That is members who already hold a Military B Vehicle Licence of C2 or above. The Operator Course is panelled with priority to Units that will be issued G Wagons in the immediate future.

The LAND 121 Maintenance Training Team, is co located with ALTC in the Albury/Wodonga Military Area, and is responsible for the G Wagon IIS Maintenance Training for ECN 229 Vehicle Mechanic, ECN 418 Technician Electrical and ECN 226 Recovery Mechanic. The main focus of G Wagon Maintenance Training is for qualified tradesman from the rank of CFN through to SGT posted to units that will be issued the G Wagon. However, Warrant Officers with an ECN 229 Vehicle Mechanic or ECN 418 Technician Electrical base trade may be nominated to attend the course.

The 209911 G Wagon Vehicle Mechanic Maintenance Training Course is the G Wagon IIS Maintenance Course for ECN 229 Vehicle Mechanic. The aim of the course is to deliver maintenance training for qualified Vehicle Mechanics to cover the technology gap between the current in-service Land Rover 110 Family of Vehicles and the Mercedes Benz G Wagon. The course is currently delivered over 10 days at Latchford Barracks Bonegilla. The pre-requisites for the course are as follows:

- The completion of the 120106 ATTVM Course, include OJT for ARA; or
- The 203254 Medium GS B Vehicle Maintenance Techniques Course for ARes; and
- The 208697 Automotive Air Conditioning Maintenance Course.

The 209912 G Wagon Technician Electrical Maintenance Training Course is the G Wagon IIS Maintenance Course for ECN 418 Technician Electrical. The aim of the course is to deliver maintenance training for qualified Technician Electrical to cover the technology gap between the current in-service Land Rover 110 Family of Vehicles and the Mercedes Benz G Wagon. The course is currently delivered over 4 days at Latchford Barracks Bonegilla. The pre-requisites for the course are as follows:

- The completion of the 200094 ATTTE Course, include OJT for ARA; or
- The 120116 Field Power Generation Course for ARes.

The 212765 G Wagon Recovery Mechanic IIS Course is the G Wagon IIS Course for ECN 226 Recovery Mechanic. The aim of the course is to deliver training for qualified Recovery Mechanics in the G Wagon specific recovery procedures. The course is currently delivered over 2 days and will be delivered in Brigade areas during the initial delivery of G Wagons into the Brigade area. The pre-requisites for the course are as follows:



- 200259 Basic Recovery Course; or
- For ARes members, must have completed BOTH of the following:
 - o 120108 IET Recovery Mechanic 1 Course, and
 - o 120141 IET Recovery Mechanic 2 Course.

The priority for panelling of Maintenance course is as follows:

- members in units receiving the G-Wagon:
 - o in the next batch;
 - o in the previous batch; and
 - o in another previous batch.
- members in a unit not receiving G-wagons, but are being posted to a unit with G Wagons; and
- others (including trainees in training at ALTC).

The AHQ Rollout plan for the G Wagon, located on the INTRANET at <http://intranet.defence.gov.au/armyweb/sites/DCSSDev/comweb.asp?page=291840&Title=Land%20121> identifies that the G Wagons will be progressively issued, by vehicle variant, and by Brigades. A summary of the roll out is as follows:

1. 7 BDE – Jul 12 through Oct 13;
2. 17 BDE (-) – Sep 12 through Mat 15;
3. 1 BDE (Adel) – Oct 12 through Jun 14;
4. 1 BDE (Dwn) – Mar 14 through Jul 14;
5. 1 DIV – Mar 13 through Nov 14;
6. 6 BDE (ESR) – Mar 13 through Nov 14;
7. 6 BDE (RFSU) – Jul 14 through Apr 15;
8. 6 BDE (-) – Oct 12 through Nov 14;
9. SOCOMD – Apr through May 15;
10. 2 DIV – Mar- Apr 15

The AHQ G Wagon Roll Out Plan will not initial issue G Wagon's to 3 BDE or to 10 FSB. That said, Maintenance Training is offered to ALL ECN 229 Vehicle Mechanic's, ECN 418 Technician Electrical and ECN 226 Recovery Mechanic's outside those units being issued G Wagons. As future Phases of LAND 121 are introduced, the G Wagon may be re distributed through out Army as the Land Rover is completely removed from service.

LAND 121 Maintenance Training Team will be liaising with BDE EME Cells in advance of the roll out of the G Wagon to that BDE. It is requested that Units hold off on nominating tradesman for the IIS Maintenance Courses until at least 6 months in advance of the roll out date of their Unit comes.

It is requested that Units NOT being issued the G Wagon hold off on nominating tradesman for the IIS Maintenance Courses until after July 2013, unless the member is to be posted to unit that has G Wagons issued to them. This will allow Army to introduce the G Wagon, as a capability into Army.

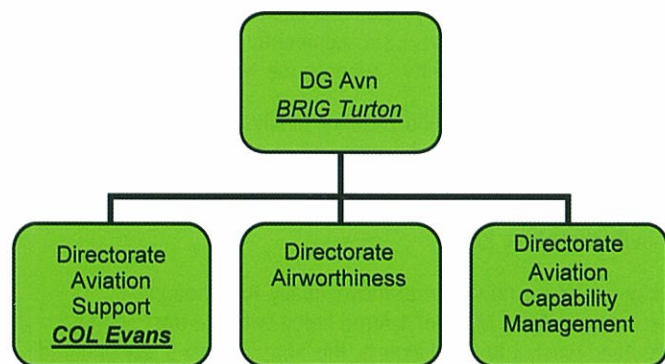
All queries WRT G Wagon Maintenance Team for all trades are to be directed to your Unit ASM's, for direct contact with LAND 121 Maintenance Training Team. The POC for Unit ASM's is WO2 Neil Taylor Land121.MaintTRG@defence.gov.au.

AVN Log Section

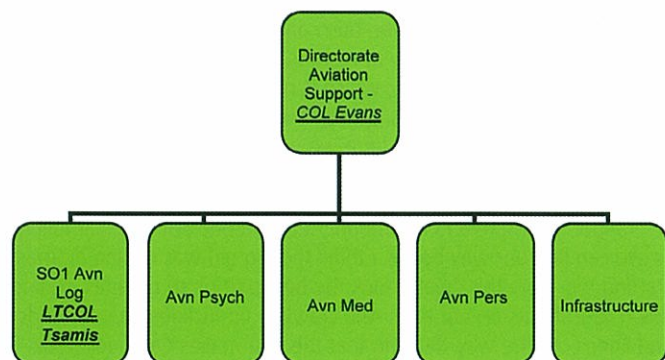
MAJ John Lankester

It has been a year of change for the staff at HQ FORCOMD. Last year, the HQ 16 Avn Bde structure was split to create a new "Aviation Branch" of HQ FORCOMD. The reason for this was to enable COMD FORCOMD to carry out his responsibilities as the Operational Airworthiness Authority. Within Aviation Branch, and like most Army units, there are a large proportion of RAEME personnel who keep the place ticking over. We also like to believe that without us, the wheels would fall off the Army aviation wagon.

Aviation Branch consists of about 65 ARA staff, 42 ARES, 12 APS, a couple of RAN and RAN-RES staff, and some civilian personnel who are contracted as required. The branch is led by "Director General Aviation", BRIG Neil Turton, and consists of three directorates: Airworthiness, Aviation Capability Management, and Aviation Support.

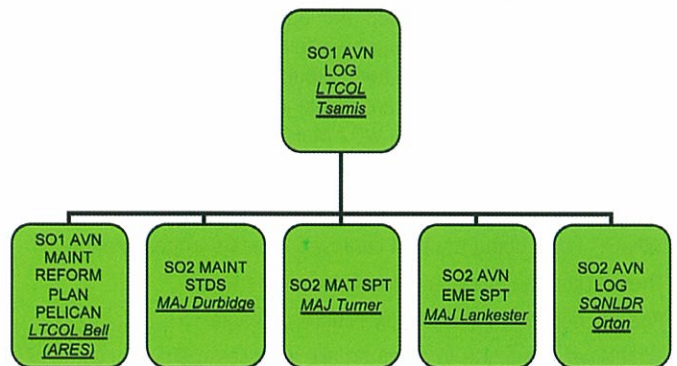
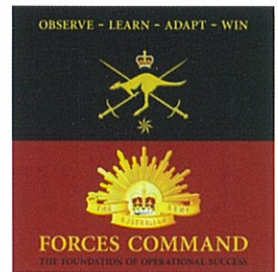


The latter is led by a RAEME Director, COL Steve Evans, who as of 2012 is responsible for five sections: Avn Psych, Avn Med, Pers, Infrastructure, and of course, Avn Log.



Log Section is led by a RAEME SO1, LTCOL Arthur Tsamis, who leads a team of 15 people, 11 of whom are RAEME. Avn Log Section is responsible for:

- Avn Maint Reform (i.e. Plan Pelican) – LTCOL Chris Bell (ARES)
- Avn Maint Stds – MAJ David Durbidge, CAPT Glenn Pinnuck, WO2 Shane Harris, WO2 David Hicks, WO2 Torsten Chudziak
- Avn Mat Spt – MAJ Graham Turner, CAPT Darryl Burley, CPO Stan McClintock, WO2 Nigel Brehaut, WO2 Paul Cooper
- Avn EME Spt – MAJ John Lankester, MAJ Michael Byrne, CAPT Peter Howden
- Avn Log – SQNLDR Glenn Orton



Despite the structural changes to the HQ at the start of 2011, the changes to the structure of the Avn Spt Directorate and Avn Log Section were not made until the start of 2012. This is evidence of high level changes still being bedded in at the working level. LTCOL Tsamis is excited about a larger dedicated team of mostly RAEME personnel because this means more productivity interspersed with BBQs, fishing trips and time on the golf course.

Current priorities for the section include Plan Pelican (reforming Army aviation maintenance, and our main effort), ongoing technical audits and safety reviews, addressing deficiencies in Ground Support Equipment, issues with the Forward Arming and Refueling Point (FARP) trade, MRH introduction into service EME issues, and ARH and MRH supply chain issues. These are not simple to address but the restructured section now has ownership of the issues and is able to resolve them through dedicated staff effort.

Current priorities for the section include Plan Pelican (reforming Army aviation maintenance, and our main effort), ongoing technical audits and safety reviews, addressing deficiencies in Ground Support Equipment, issues with the Forward Arming and Refueling Point (FARP) trade, MRH introduction into service EME issues, and ARH and MRH supply chain issues. These are not simple to address but the restructured section now has ownership of the issues and is able to resolve them through dedicated staff effort.

Despite dealing with the challenges of the Army aviation world, Log Section hasn't forgotten the importance of a work-life balance and the need to temper life in a headquarters with social time. Friday PT is occasionally held at South Bank (Brisbane's city beach), and families are encouraged to join members at regular social gatherings. The section is in its infancy as a team, but if current camaraderie led by our RAEME SO1 is anything to go by, we are set to produce some good results while maintaining that all-important work-life balance. Arte et marte.



CAPT Pete Howden, SQNLDR Glenn Orton, Mr Paul Shard, LTCOL Arthur Tsamis, MAJ Graham "GT" Turner, MAJ Dave Durbidge, PO Stan McClintock.

The Unrecoverable – 7 RAR (Mech): 'A Shoalwater Bay Classic' SGT Benny Hewlett

The first it came to my attention, the lads of 2.8. and 2.8.A were sitting around under the cam net watching Season 3 of "Sons of Anarchy". I think it may have been around the 16 July, deep into ground hog day territory. We are in a leger within spitting distance of Williams Airfield. The Mech WO2 Marcus Hovington comes up to me and says; "Apparently Alpha Company have 2 cars that are unrecoverable"

"What?!" I ask, doing my best confused Labrador impersonation.
"They reckon they need a Chinook to get them out"
"Piss off, nothing in this country is unrecoverable"
"Well Niner wants me to go and make an assessment, you coming?"
Purely for the curiosity factor "Heck Yeah".

So this must be after lunchtime when we jump into the back of two gun cars. Tearing down the road Hov looks over at me, crackling over the intercom. "We gotta go to 5.0. and pick up the Senior Recovery Mech". Who the hell is this? I think to myself, rattling thru the list of 226's I've bumped into in the last month in Shoal Water.

So we roar down the road towards the airfield and pull into 5.0.

"I'll race in and grab this Reccy Mech" I say as I pile out the back of the carrier. I jog into the CP, the clerk, ZIC and OC are all present. "Hey I'm here to pick up the senior reccy mech for this alpha company recovery" "Yeah no worries, WO2 Davies over at the 1 Armd A2" Laughing I leave the CP; Davo and I go way back, 2002. Did some really fun, mad, recoveries back in Timor days. Awesome, Davo is a top hand and a good mate, this day just got better. I find Davo chillaxing with the other Tankie boys, I mention the recon for the assessment on the AS4's. "Stuff it, I need to take the M88 for a spin anyway" Is his reply. Groovy I now upgrade myself from cattle class in the back of a gun car to the rigger's seat of a Hercules. The biggest saddle in the land Army.

We tear down the North-South road at a white knuckle 40km/h, pushing S/Liner's out off the road with 60 tons of attitude. We arrive to find Chook Fowler, Nitty, Steery watching "Grandma's Boy" for the 13th time. We swap stories and talk for a bit before we are given a 2nd hand grid reference and a hand vaguely waving across the bush. "In there somewhere lads" Is the detailed directions given to us by our Corps Brethren.

So off into the bush we crash, vague AS4 tracks guide our way in the afternoon light. Widow makers and re-entrants litter the way as the M88 knocks over trees that pre-date federation. Hov has now been upgraded to the riggers seat, while I am now behind Davo in the rear dickie seat with the GPS and an acute sense of falling timber.

Several times Apple (the driver) was fairly unsure about some of the terrain and rolling over, Davo kept him moving forward through some eyebrow raising country. After about an hour and a half, we have bashed our way through about 1.5kms of bush. The AS4 Tracks are now becoming convoluted and the grid reference seems like it may be off. Down and up another decent little re-entrant when my heart sinks "SHIT!" Davo yells through the intercom, at the same time I hear the crunching of Dragon's Teeth track on the rear sprocket. "Did we just throw track?" "%\$#@ it, yes".

Can't be that bad I think, a good operator can pivot Carrier track on without too much drama, even then 30 minutes to drop track and

realign. Well, after the first hour, Hov decides to use the last of the days light to look for the Alpha Company lads. Meanwhile breaking track on an 88 is just as big as the car itself. It is dark by now, torches out everywhere, trying desperately to reattach the track with a 2nd hand piece of CES rope.

Somewhere along this track debacle, Hov comes back through the bush unsuccessful on his adventure. With no luck of finding anyone we check the radio and make contact with 18A. I finish the transmission and see their head lights in the distance to out flank. As they roll over the hill, a section of grunts are in tow, all of whom look proper ... tired.

LT Hall explains the craziness of their day so far, turns out these 1.3. boys have been bogged since last night. They have just finished a whole day of cross loading stores and equipment from the stuck vehicles to the Alpha ARVL 1.8.A. Apparently this involved stomping through some tough country. I suppose we will see this soon enough.

It's now somewhere around 2130hrs, finally the track is back together, not without blood, sweat and swearing. At this stage 2.8.A arrives, Franger is just excited to be out of the leger and doing something. Robbo is fast asleep in the back, foetal position, thumb in mouth; the whole lot.

Okay, so we are now right to move, finally. Any thoughts of becoming a Reccy Mech at 1 Armd faded with the track splitting. We head West, into the darkness, this time for only a few hundred metres. The drop off is very steep, no go for the Herc, the blade on the front will dig in and will get us nowhere fast. I jump back into the ARVL and decide to take the narrow side track, too sharp for Davo and the 88.

Franger and I cruise through the bush on this garden path. Now the bush is so thick here, visibility at night is down to about 2 metres, starting to remind me of Tully, which is nothing good. Finally after 30-40 minutes our guide tells us we have arrived. "I can't see these cars mate". "Nah Sarge, from here we walk". "..... What?". "Yeah the bogged cars didn't come this way, this is how we got out"

So Franger, old mate and I dismount, leave Robbo with the car idling so we can find our way home. I think the big girl was having dramas starting too. Now this "walk" took the best part of 30 minutes, sliding down re-entrants on our arse. And crawling up inclines on our hands and knees. All the way thinking that this shit makes Cambodia look like Kansas. We crawl through to a small clearing with water running down a re-entrant and a lonely 1.3. gun car sitting quietly in the dark. This is obviously the stuck car.

Recovering the car won't be the drama, it will be getting an ARVL into this mess that is the problem. So Franger and I have a look, okay no worries, where is this other car? Up the hill we trek, shaking my head at how dense the bush is, 150 metres up the hill we find the broken 1.3.A car. Prop shaft has let go and destroyed everything on that side of the engine bay, no drive, no brakes. Definitely will have to be A-Framed. This will be the tricky part.

All this time the seco is adamant we will not recover the vehicles because of the country. Franger and I decide that if these 2 cars drove in here, you must be able to do the same with an ARVL. Which will mean having a crack at driving in on the original path. Suggesting this caused the Seco raises his eyebrows most of the way

up his forehead. The track these lads cut to get here is apparently very very hairy. They are not keen to do it again. Convinced that our suggested course of action is the best way to go the 3 of us battle our way back through the bush to the ARVL. We conduct a 6 point turn and head back to the 88. I tell the tale of our little adventure and the suggested course of action. I tell Davo it is on par with the bullshit recovery of Bobanaro, which raises his eyebrows to a similar height.

We reverse the 88 back and let the big girl lead us back through the scrub to the North-South road. Here we catch up with our Alpha Company RAEME cohorts. I explain to Chook and LT Hall that heading into the croc site via 1.3's original tracks is the way to go. Franger and I explain our assessment until we are happy everyone understands what the plan is.

Now at this stage we bid our fond farewells and head into the night. Hov, Franger, the 2.8.A boys and I all head back to the leger. 2 things happened from here. Alpha Company Tech Section head out with the 88 the next day to recover the crocs. Meanwhile Bravo Company (and 2.8./2.8.A) take off to recon the Main Defensive Position along the East - West track. During this recon, we only made it a few hundred metres into the bush before we bogged 7 cars in quick succession and another 4 on the way out. So Franger had a great day out, the ARVL was working hard. The country is just a grass skin over a muddy soup, trapping all unwary A Vehicles.

With the majority of Bravo Company setup in the MDP, Hov leads a Platoon plus towards the ABF position. Down through a creek line to what is assessed as a good spot. Around this time Junior picked up loose bolts on the ARVL front sprocket. The bolts are tightened in position. We return to 2.9.er's location and explain we need to return to Williams Airfield to drop track and correctly remove track, sprocket, clean, replace and torque the sprocket.

With the thumbs up from the OC, 2.8. and 2.8.A cautiously cruise up the North - South to the hard standing. Well into the night now. The lads drop track and being the work. Sometime into the repair, around 2200hrs, we receive a call over the net to assist Alpha Company with the "Unrecoverable". Initially we were a bit grumpy about this, late into the night with our own concerns to worry about. Little did we know the full extent of the mission we were about to embark on. With the track back on the ARVL we cruise quickly into 5.0. to confirm the radio orders.

The OC explains to me that Alpha Company have had massive dramas, we and others are to assist in the recovery and this issue is now firmly on 9er's radar. Now somewhere close to the witching hour the Fitters and ARVL stroll into the 24hr KRP and have a drink. The lads drop ramp the North side of the Alpha Company leger and hook into some tucker. I creep over and speak to Chook. He tells me we are off at 0500hrs and have Engineers coming with us. Bit of an overkill I think, how very wrong I would be.

After the initial excitement of getting up so early we get our heads down for some kip. The morning brings a heavy fog and we sit on the road, in the dark, warming our hands on the engine. Alpha and Bravo Tech Sections meet up and head down the North - South road. We arrive at the 4 lane entrance into the bush previously cut in by Davo and the 88. There we meet the 2 sections of Ginger Beers attached for the mission, combined with 2 sections of Alpha Company Grunts, 1 set up as a re-trans station to relay back to OA. Here we listen to the tale of the Alpha boys with the Hercules getting in all sorts of bother the day before trying to follow the original tracks of 1.3. The big girl was sinking within the first km of a 6 km trek. So it all ended very quickly for that crew the day before.

So here we stood, 2.8., 2.8.A, 1.8., 1.8.A, 1.3.B, 1.2.A with 2 Echo call signs. Man, this is serious, I thought. I walk over, gather in the key players and provide a quick brief of how we are attacking this



day. Radio traffic tells us not to start the recovery until the fog lifts. No fear in that, will be mid morning before we even get there. I give a quick order of march and we head off down highway 88, weaving thru the well beaten track. 45 minutes later the convoy arrives at the debus site.

Myself, Franger, Brucie and Engineer Davo head off into the yarma's to view the croc sites. Attempting to blaze a trail with a machete, the lead changes a few times as we quickly tire. We arrive at the bogged vehicle first. Our thoughts centre around following the re-entrant down until the ground levels out, then blaze a track in. In agreement, we head North following the quietly trickling water through the jungle.

For the next 2 hours every slight glimmer of hope is quickly shattered with the sheer incline and depth of the terrain we recon. Sweating, panting, swearing and bleeding for heavily thorned scrub we return to the debus location. A quick smoke and drink we smack our heads together again. What do we do now? I collect the maps we have of the area and suggest we head up the escarpment further and attempt to rail the feature out to the south west. This would hopefully bring us to the rear of the croc site. God willing. I select the 2.8. Fitters track as my weapon of choice, leaving the 2.8. ARVL in case disaster strikes. I load Franger as my Reccy Mech/driver, myself as the Crew Commander, Brucie as the terrain expert and the Crew Commander of the bogged vehicle and Dave as my Engineer asset.

This shambled "A-Team" begin to blaze a path. Map, GPS and ground appreciation hopefully leading us to a small victory. Straight away we realise the terrain is not forgiving. Visibility is at about 1.5 metres, purely because the vegetation is so thick. Several times the nose of the Fitters dips down, and shows us a quite deep drop that could have ended badly. The next 3 hours is a series of drive, debus, walk the ground, clear some obstacles, mount up and drive on. We arrive just before the crest of the 2nd largest feature in the area. A few large, loose rocks are proving troublesome. Clearing these we proceed on foot. A razor edge feature about a foot wider than a Carrier is the only way across, complete with several widow makers in the middle.

Clearing through this part of the exploration takes some time. Very cautiously we creep forward, dismounting often to ensure our safety. As we begin to descend I notice our position is only a few hundred metres due South of the croc site. Let's go for a walk. The four of us stroll of into the Jungle. After 30 minutes we find AS4 tracks. Excellent for the first time in 3 days we are actually getting somewhere with this recovery. It takes us around hour to follow the tracks to a spot directly in between the 2 crocs.

It happens that just as the 4 of us find the crocs on our walk we bump into the other half of the Recovery crew. "Where the hell did

you 4 come from?" Everyone starts to smile a little as they realise the battle may be half won. I turn to Franger and ask him to grab both the 2.8.A and 1.8.A ARVLs and follow the new tracks in. In the meantime Dave, Brucie and I walk back and grab the Fitters Track. With a minimum of fuss and ducking, we drive the track we just walked.

Once on the ground between the two crocs, Dave grabs his horde of Engineers and proceeds to shoot 2 bearings. He then gets the lads to cut all the timber that obstructs a clear view of the cars. This is a fair whack of trees we are talking about. So whatever tactically sound operations were being conducted in the AO at the time, would have been distracted by the little "out of ex bubble" created by this Combat Recovery Team. The Engineers spend around an hour and a half with the chainsaws, the idea was to place the ARVL in the middle of this "corridor" and have a clear line to each vehicle for a winch pull.

Now in the meantime, along with the general struggle of the jungle foliage, we had inadvertently knocked off a hundred green tree ant nests. This proved to be spastic dance inspiring to anyone that stood still for any longer than 10 seconds. Just to add to the fun of the day. As the Engineers worked closer towards their goal, the 2 ARVL's rocked up, Franger and Clarkey, with the rest of the RAEME boys in tow.

They dismounted and walked the ground with me to get a feel for the situation. When Franger looked at the clear line he now had to pull 1.3., he was quite pleased at the level of destruction to assist his task. So we reversed the 1.8.A ARVL into position, some 60 metres from the croc, on a downhill slope into the creek/re-entrant. Junior, Franger and I paid the winch rope out, down the hill, into the slosh, dug down and connected the wire. The winch pull was by Reccy Mech standards, pretty straight forward.

The 1.3. Car was pulled against it's will up the incline and into safer ground. Success, 50% completed (well sort of). At this point I bundled the Infanteers and Engineers into the car, gave them a quick spiel on improving the new track we had cut that morning and off you lads go, good work, pats on the back.

In the meantime Junior, Tails and Franger had gone to the broken car. Oh Dear. Now when this Prop shaft had let go (for those following this adventure), it had destroyed everything on the drivers side of the engine bay. Now to release the brakes on the opposite side, well, let's just say it started hard, went to difficult, onto rage level frustration. Swearing, cursing, bleeding, hammering, sawing. The next 90 minutes tested our resolve as Tradesmen and Soldiers.

Eventually some minor bastardisation (which paled in comparison to the prop shaft), released the brake and we could proceed. 2.8.A reversed in, so now the croc would be A-framed backwards for it journey home. The convoy would be 1.8.A ARVL to lead, 2.8.A and the croc, then 2.8. Fitters in the rear. This would give us some flexibility if required (got lucky here kids). So we all head off, fairly happy that we had this recovery licked.

Now at some stage during the course of the day, the CO and RSM got on the ground to assess the scene. Not sure where I was, but I didn't bump into them. Instead the 2nd hand version I was told, that a normally cool, calm, collected Boss let a couple of profanities fly. So that was comforting to know that people understood our little struggle that day. Now only about 100 metres into the return leg was a fairly steep rise that proved too much for 2.8.A with it's 13 tonne trailer in tow. So 1.8.A set up just over the crest, dropped the stays and winched the 2 cars over the hill.

Once at the top, disconnected and off we go again. Almost. Because the croc car has no brakes or drive, as Franger drives down the hill, the 13 car proceeds to jack knife the ARVL off the track and into



the bush. The trees that we crashed through to get where we are, combined with the rocks and moisture have created a slippery slope of hell.

Somewhere along the way, clever little Franger pinched some extra chains and ropes off the HRV, these would now be used to get us home. Using 2.8. as an Anchor, we connect two 16 tonne chain, crossed over from the croc car to 28. This now creates the daisy chain; 2.8.A - A Frame - 1.3.A - Chains - 2.8. I get Junior to reverse back over the hill and in doing so straighten out the jack knife.

We then drive forward at the same time as Franger and this keeps our rock show in a straight line. Then we disconnect the chains to let Franger build momentum for the next uphill battle. Using the downhill slope with good old inertia, Franger hit the bottom of the hill, turns left and begs the big V6 MTU to drag them up the hill.

Once again a combination of fallen green trees, rocks and moisture deny us forward movement. So 1.8.A reverses into position and begins to drag the 2 cars up the feature. As we look further up the hill we see the knife edge that waits for us, leering over us like a storm cloud. Light is starting to fade now. I am asked about working at night, I fling a smart arse Sgt type remark back, something about being out of ex with the marvels of Thomas Edison to guide our way.

Around this time, the Engineers and Grunts roll back along the track. Chainsaws fire up, every corner or obstacle we have now has a reason be to scared. The next few hours is a carnival of winching, felling, yelling, white light, cigarettes, red bull and laughing. Some of the biggest trees I have since in Shoal Water meet there demise at the hunch it may be "in the way". Crashing sounds of hundreds of tonnes of timber fills the night air. We are now at the base of the knife edge. We have to re direct off the only huge tree we left standing on the feature. A straight pull would simply drag us to our doom. As the guys creep cautiously forward with the winching, I head forward and talk to the Ginger Beers and Grunts. We figure the knife edge, and the down hill should be the worst of it. So best guess puts us around 2-3 hours and we will be on the North South road.

The elevation has put us high enough to hear radio traffic, we attempt to let our commanders know, we are progressing, however slowly. Not sure if it is received, but no that worried at the minute. Back at the top of the hill and there are a few nervous breathing patterns, bit of sweaty palm action. We are winching over the crest of the knife edge. More trees we removed to straighten our little goat track. But it's beginning to look good.

Eventually the convoy is on the top, Helo's and UAV's fly past without notice, the crew all stare at the down hill run. I guess we are the brakes I say, helping Tails and Franger hook 2.8. up to the croc with



chains. From here 2.8. will be the brakes for the croc, which is the anchor for slowing 2.8.A down. I run some quick numbers in my head. This will be interesting, we need to be careful we don't cook the brakes here. So with a smoke, deep breath and a "She'll be right" we begin.

Ratel for this recovery crew is bullshit brief now, call signs are no longer, we know each others voice, in fact, the only traffic now is "Yep, NO, go, STOP". Half way down the hill the differential pressure IPR comes on, Whoa, Whoa, lets just rest a second. And after a nicotine hit, we are away again. So close to getting home, the air now feels cooler, everyone's mood has lifted. You can tell we are all enjoying this now, just the lads out getting dirty and getting it done.

At the bottom of the hill we disconnect the chains. The Engineers are making some final adjustments to the country side on the rise in front of us. Sweet, it's a bit of a climb, a right turn and easy pickings after that. The lads are just cutting the sharp corner out to be a bit gentler for 2 AFV's to take. Franger gives me his little "she'll be right" look. So the 18A ARVL moves forward up the track to allow 28A and run up. Junior and I sit and wait, and to Franger's credit he makes the par 5 look easy, the headlights disappear down and to the right. Time for us to catch up.

Now there is a little back storey to our recovery. All the while during that day when we were towing and swearing and carrying on, a humble little Dozer and its operator had smoothed out the track. From the debus site all the way back to the North South road is now a freeway that puts most local shires to shame. Don't slow down Franger, let's get outta here. Tearing the through the cool of the night I jazz out some quick re-org orders. Get everyone on the same page. We bounce thru the bush, marvelling at this beautiful road built by the Dozer. Out the scrub like a victorious Gladiator we pull up on the North South road.

Now we have 2 ARVLs, 2 Fitters, 5 PCs parked on the road in the middle of the biggest Ex of the year, headlights on, cigarettes lit, yelling go on. I call in all the Crew Commanders. As I look around at these tired, shambled, ant covered, sweating Soldiers I decide to make a call. From here everyone is to head to Williams Airfield hard standing. From here we will debus, clean out the ants and animals in the cars, repair the cars, get a feed and change clobber. As we

tear up the road, about 2230hrs, I jump on the Net and let higher know what's what, and the call I've made. When we arrive at the airfield the lads go straight into stripping the vehicles as the hordes of tree ant and other multi-limbed creatures still crawled all over the cars. The Engineers and Greasers conducted repairs, mainly shock absorbers, A Frame mounts and anything unlucky enough to incur the wrath of a charging A Vehicle thru the scrub.

Around this time I called on Lt (Ray Martin) Hall to work his magic. He sauntered over to the Williams RAAF Airfield and managed to sweet talk SECPOL. Now the site of a Platoon's worth of trashed, tired, busted, filthy Soldiers must have inspired some sympathy. You blokes look like ya been working, showers are only supposed to be 5 minutes, but just get in there a get cleaned up. So in groups that lads hobbled over and 20 minutes later, chatty, French prostitute smelling diggers bounce back. Two and half hours of strip, refit vehicles, repairs and showers pretty much resets us all back to Zero. It's after midnight.

The Engineers call in and camp the night beside the Airfield, Alpha Company boys and their A1 head back to their Leger. So us Bravo Lads get on the blower and let 2.9. know we are heading back to their Loc. A familiar voice (Mech WO) comes back telling us to get in, get our heads down and take it easy the next day. Sweet, it's always a nice feeling when the Grunts know you've had a slog and give you some breathing space. So 2.8. and 2.8.A, fresh but tired from the triumph tear thru the crisp night, down the track about and hour till we are within a breath of the Harbour. We walk the cars in, grab a fang, punch a few darts. 0300hrs we have finished up. Not a bad days work. I will be surprised if any of us manage a Recovery of that scale again in our days.

The boys that worked hard to get the job done should all be commended for their efforts. It was a massive undertaking, but a massively satisfying job to have been a part on. Still waiting on a few cold ones from Brucie and the Alpha boys ...

... believe it or not, this is the short version of what happened. I am hoping to have David Field play myself in the screen adaptation. This recovery accounted for 2 of the 49 total recoveries conducted by 2.8.A during EX TS 11.

Queensland Mustang Spares Drag Car

W02 Neil Murphy

2011 has been a relatively quiet year for the Queensland Mustang Spares Drag Car. After the terrible 2010 year, time was taken out to put the car back together, making some minor changes to the chassis and to the engine. 1st Signals Regiment's Spanner Club held in March 11 gave the South East Queensland members an up close and personal look at the new car, as seen in the photos in the last Craftsman Mag and taken by one of our own, W02 Jason McKeown.

Soon after, W02 Murphy started spending more time out bush than at home, making it hard to get to a race track. With the constant trips away, it was decided to strip the engine and put the car away until work commitments slowed down.

The 2011 Winternationals was looming, and Darryl Woods (who helps Neil out immensely with the car on and off the track) needed a car to pilot, while Neil had a car in need of a pilot..... In went Darryl's engine and transmission to make the Mustang a Saintry 512 cubic inch powered missile. The car fronted for the first qualifier and ran 7.121 at 200.83MPH. Second qualifier saw the car run a 6.947 at 204.51MPH and Darryl into Eliminations against Nathan Peirano. The Mustang ran home with a 7.051 at 199.58MPH to Nathan's red light and into the second eliminators.

Round two of the eliminations saw Darryl matched up against Josh Fletcher. Whilst going through the routine after the burnout and back up, the air system for the transmission was not purged fully. The car launched in top gear and still managed to run 7.428 at 200.26MPH,

but not quick enough to catch Josh. Once again the car was returned to its stable to wait for the next race.

The RAEME birthday was to be the car's next appearance, however it was decided by the powers to be that a rehearsal parade held a higher priority than the birthday celebrations. This was a bit of a disappointment, not only not to have the car there, but the deploying members were not allowed to attend the celebrations.

Even though the car was back in storage, and Neil away, development work on the Team was still happening. Darryl Woods was bitten by the racing bug again, and has put some long hours into getting his Saintry powered EB Falcon finished and licensed. With a bit of good luck and consistent racing should see Darryl do well at the 2012 Winternationals, to be held on the Queens Birthday long weekend. There are plans afoot to run a second car- possibly a dragster or funny car if there are sufficient engine parts "left over". This will mean three cars will run at a meeting, including Darryl's Falcon.

If you have an interest in Drag Racing, or would like to lend a helping hand, drop W02 Neil Murphy an email at neil.murphy1@defence.gov.au or drop in at the pits when he is next at the track. With the addition of the new car there will be a need for more crew, from helping on the start line to tow car driver to taking footage from the stands.



107 Field Workshop – “Home of the Onion”

G'day from sunny downtown Honiara! Just thought we'd give you all a quick heads up from the 107 Field Workshop lads on ANODE Rotation 27. It's almost halfway through the rotation, so we'd better start at the beginning.

It all began back in January at Keswick Barracks with the start of our Force Prep. CPL Dave Cawthorne, CPL Bruce Nichols, CPL James Boulton and CPL Ed 'Multi-Corp' Coates (who is actually a Truckie but also moonlights as RPS) were here to fly the RAEME flag! Ten solid weeks of weapons, MILIS, medicals, language lessons and more MILIS. And of course HUET. There is nothing quite like being strapped into a steel cage, blindfolded, dropped from height in to a pool of cold water, flipped upside down and told not to panic. Good times, good times.

Late February saw us move up to Murray Bridge Range, where we continued with the Mission Rehearsal Exercise. Here we were introduced to POM training as well as the continuation of First Aid, weapon shoots and the good old 'hurry up and wait'. Playing the enemy party was fun, although we lost count of how many water balloons and tennis balls were lobbed at the Rifle Company as we rioted about the interruption to our brew time! It was here that the S4 cell was planted and started to grow as a group. Made up of the Q'ies, Transport, Medics, a PNG VM/Driver detachment and of course the RAEME brethren, we were quickly known as 'The Onions', due to the multiple layers of trade experiences and exposures. Well that is the official story! However after countless stocktakes, brews and most importantly, games of UNO we moved down to RAAF Edinburgh to begin the Mission Rehearsal Activity

The RAAF base started to show off the classic RAEME ingenuity as we started to receive live taskings mixed in with the usual support to the Company, as well as some very random and weird Ops requests. 'We need an F-111 built as we can't get the training frame in time. You have an hour, a Pajero and whatever materials you can acquire' or 'We need a pig made up to simulate an animal strike in a local village, here is a sand bag and you have 45 minutes.' You know just the usual. But apart from these intrusions to the UNO and brew time, we continued to bond and come together as a team.

The Force Prep flew by, and soon we had our farewell parade, taken pre-deployment leave and suddenly we were sitting on the tarmac at Henderson Airfield, the Solomon Islands. After the initial shock to the system from the 148% humidity, we settled down to the real business at hand. The handover from the previous rotation took place and suddenly we were it. The ANODE RAEME crew!

Within three weeks we had transformed the workshop from 'The Swamp', due to all the water that ran through from the tropical downpours, to an almost dry work area, thanks to the construction of several roofing frames, some rather detailed gutter redirection, and an excess of CGI! Also about 15 tonnes of cement and at least a kilometre of electrical wiring were put into the area to assist us in our work. But most importantly was the rearrangement of the brew area and of course the construction of a BBQ area out the back! This is still ongoing, but you can't rush art!

With weapons and vehicles being non-teched constantly and the tropical climate, this has created the work load for the Workshops to get their teeth into. Paperwork scattered everywhere, fingers tap dancing over keyboards, the occasional profanity from the RPS Corner, this all goes together to create the maintenance and job requests that makes the wheels turn around our "onion patch". And



the CQ Staff Devlin, the leader of the onions, certainly provides the guys with morale boosting ammo, good for a laugh and for that odd re-construction or need to have something made, he'll think of it!

Working with our Kiwi friends from RATA 15 and elements from 3 Workshop Company, who always keep their noses to the grind stone and seem to be busy! This team led by SGT Chantelle Locke as their RQ and LCPL Shanley Haronga who is a double agent as a PTI, such a pain in the gluteus maximus! CPL Michael Colbert is our Kiwi vehicle mechanic who seems to have his hands full repairing the 6x6 Pinzgauer trucks or helping to create Roman armour and swords for the Guadalcanal Beach Resort's Roman Night.

We are also ably assisted by our PNG VM cousins in Tau, Andrew, and Jeff who are top rate mechanics whose help is greatly appreciated throughout the Swamp. As mentioned before, also attached to the RAEME team is CPL Ed "I'm off diving" Coates, who is our RPS man and has taken to this role like a fish to water, surprising as he is actually a Truckwit! The best RPS dude we've ever had (but don't tell him that!), he is always supplying the parts for all us Tradies, or swearing profusely at MILIS. However he is sometimes hard to find 38m below on the ocean floor!

But it's not all work here in the tropics, we have had the chance to get out and experience some of the rich culture and heritage that the Solomon Islands has to offer. From touring the battlefields of Bloody Ridge and Red Beach, to the dives on the sunken Japanese and American Navy ships, to the hidden bunkers of the New Zealand Forces, it is all a sombre experience. We are also becoming very experienced at casting lines and reeling them in, unfortunately we can't be called fishermen as that would imply that we have actually caught something! But the thing that is the most memorable is driving through Honiara or the local villages and seeing all the people, both adults and children run out to the roadside smiling and waving as we drive past in the GMV or Troopie.

In between the workloads of maintenance and MILIS is the view that is seen outside the gates of GBR. It is simply that we are making a difference to the lives of the people of Solomon Islands.

Footnote

We were unable to translate Bruce's chicken scratch for his contribution to this ode, but we think he says 'Hello'.



Mentoring Task Force Four

CAPT D.J. Irwin

EMEOPS

MTF-4 hit the ground running in Jan 12, arriving to a frosty TK, with flights only able to land after a half day was spent clearing the 'all weather' runway of the snow and ice.

HQ and EMEOPS arrived early, with the Pl Comd, CAPT Dan Irwin and the ASM, WO1 Andrew 'Dino' Perry hitting the ground ahead of the main workshop. It didn't take the ASM long to get out and about, departing for PB Wali on a resupply mission within 48 hours of arrival. Fortunately, for the oldest man in the Task Force – turning 50 mid tour, age has not slowed him down. The EMEWO, WO2 Chris Lach arrived shortly after, adjusting the air conditioning to his liking and proceeding to berate anyone who left his office door open longer than 3 seconds.

As the weather warmed up, the tempo followed, with all sections consistently under the pump juggling the vast numbers of repairs and bodgy jobs which flowed through the workshop. The workload was always bolstered by the deliberate operations which inevitably led to at least one vehicle, BFT and generator breakdown and the memorable recovery of vehicle combinations which manage to roll over while negotiating narrow routes, with sheer cliffs on either side.

Armoured Vehicle Repair Section We arrived in TK all bright eyed and excited that we had finally got here. The original A veh crew consisted of the 'pen pushers' WO2 Neil Murphy, SGT Mathew Harrison, CPL Lette, the Lav boys LCPL Luke Cattell, CFN Fitzallen, the Bushy fellas CFN Mathew Smith and CFN Reuben Pettigrew. Work started at a pretty hectic pace with all the Mentor Teams coming through and conducting their monthly checks. It started snowing again a couple of days after we arrived, but the novelty wore off pretty quick after a couple of bushy pack lifts and ASLAV belly plates in the frigid conditions. All the boys have been kept pretty busy between changing nearly the whole ASLAV fleets diff bushes, keeping up the servicing schedule of the Bushys, compulsory PT (6 days a week, 3 of them start at 0615 in the morning) and resupply missions out to the Patrol bases on a regular basis.

The make up of the A Veh crew gets changed up on a regular basis with CPL Lette being packed up and sent off to PB Hadrian and SGT Harrison got changed down to B vehicle. In exchange we received SGT Novello, LCPL Edwards and LCPL Rosman. With the sudden influx of LCPL's up at A Veh it has become hard to get on a computer, hold an intelligent conversation or get to the brew point. But at least when their powers combine they can keep goffas stocked up in the fridge.

B/C Vehicle Section The B/C Vehicle 'Big Dogs', the premier vehicle section of MTF4, has made it through to halfway of the deployment with morale levels not seen since Paris Hilton's finest acting was released to the World Wide Web. The section consists of CFN 'Baa' Vorenkamp possessing the uncanny ability to break almost every bolt he touches. Backed up by CFN Richard 'Redbull' Morgan, enjoying no less than 46 Red Bulls a day; LCPL Ben 'Battery Neck' Friend, doubling as the weight training enforcer and 2IC C Veh section. Holding up the WKSP floor is CPL 'C Vehicle or nothing' Gibson, who is also the current champion of C2 threats, with 'Baa' receiving at least 5 per day for apparent oxygen theft. Our leader for the first half of the deployment was SGT Ronald 'Mr Polaris' Novello, who has produced a Polaris production rate that would rival BHP steel. Taking up the reigns for the second half of the trip is SGT Mat 'Handsome' Harrison.

Keeping the B Veh boys busy is the multitude of trucks and trailers that the Truckies just can't seem to keep upright, and the age old complaint that 'my mack gearbox is hard to operate'. Learn to drive fellas, and don't be scared to check your fuses either. C Veh is kept on there toes jet setting around the countryside on various patrol base builds and upgrades, keeping the engineer plant fleet tip top.

GE Section GE has set a cracking pace after the hand over from MTF-3. The multitude of jobs thrown our way were taken head on and delegated accordingly by our fearless leader SGT Sean Weber, who has become an expert in AB189s and getting the Qwees to action said AB189s.

The real workers, CFN Chris Potroz, Chris Stapleton and Mick Rogers have kept the sparks and spanners flying, turning out new sets of PMV tooling for the greasers, weapon Inoculations for EOD and inspecting every bit of kit the MTF possess.

The welders, LCPL's Jason Goss and Paul Fiannaca have been burning rods by the bucket load, creating wonders of modern engineering to solve the many and varied problems the Cav/Grunts/Yanks/Civvies/Officers can cause, including 84mm ammo racks for the entire bushmaster fleet, and fixing all the damage the grunts manage to inflict upon them. They also acquired a Yank apprentice, who keeps the GE office stocked with red bull and snickers in return for getting him out of the US workshop and teaching him to weld.

CPL's Mark White and Blaine Askew have had an uphill battle trying to round up all the loose overdue tech inspections and trying to re-educate soldiers in the correct reading of the green stickers on their weapons. They also found time in their busy schedules to build a patrol base at Chaka Joy.

The guys out at the patrol bases have been kept busy, fixing more of the ANA equipment than their own. CPLs Lee Bailey and Rod Chaffer, LCPL Leigh Hobbs and CFN John Harvey get called upon to fix mostly anything that breaks, which includes plumbing, foreign weapons and shipping containers. They have also been called upon to mentor the ANA in basic maintenance and care of their weapons.

Elec Section

Elec Section has hit the ground running with the boys busily into the generator and air con maintenance that comes with a force reliant on power for their brew urns and climate control to maximise efficiency in the CP.

Well we came into the AO all full of beans and keen to get into it, that is until the snow hit again (three days later), then we were keen to stay in TK where the coffee was hot and the rooms and showers were to until we ran out of food and the sewerage line broke - then it was just hot rooms.

The section is made up of: Krausey who claims to never whinge but continuously whinges about whinges, Deano who is always off "prepping his car" even though he is just filling it full of gofers, Jacko self proclaimed expert of all and leader in the section moustache competition, CPL Scott who is usually quiet but when speaks he sounds very profound and full of wisdom and CPL Beau Dimaio, if you cant hear him he must be sleeping.

We have been kept busy with the usual faults like "my aircon in my hab isn't working" or "my air con is low on gas". Maybe its because they have put a screw driver through the refrigerant tubes... The other 50% of our time has been diagnosing charging faults on PMVs... How do you put nicely that they have left the lead off?



EIR Section

Contrary to most thoughts; that Boffins do nothing, MTF-4 has been extremely busy and has easily turned over the most work compared to any other section (sorry greasers).

The trip started off extremely cold and snowy making working outside on PMVs and ASLAVs painful. The radio area was taken care of by CFN Dan Hall who is a neat freak and was sick of CFN Andy Powlesland taking his tools and making the radio room messy. He also had a great skill of flying model helicopters around EIR. Andy and CFN Harry (Mick) Potter had a relationship like an old couple, but worked well together on anything vehicle related. Bulls#t castle as it was affectionately known consisted of CPL Dan Smith and SGT Roger 'Rog' Pruce, dealing with the vast mountain of paperwork that sometimes consisted of near 400 tech inspections per month.

Although there was a lot of work and some of you may be worrying about our hardships – we kept in the heating and Aircon as much as possible, after all we are Boffins.

Recovery Section

After a long, painful and relatively insignificant MRE, combined with a few too many cold bevy's on pre-dep leave, Recovery section was somehow given the green light to run around the cold... freezing cold Uruzgan Province. The crew consisted of CPL Luke Craig (being knifed with the Snake position), CPL Glen De-La-Mare (just here to take the heat off the other boys), CFN Peter White (PPE is for pussy's), and CFN Ross Henderson ('I can wheelie a wrecker).

Upon landing in TK it instantly snowed, thus making the Resupply missions slow and painful - in other words business was good for Recovery Mechs, of course this was helped by the token numpty that couldn't drive a B vehicle to save his grandmother. However, we tried and tried to explain to these dip sticks that by flicking a simple switch will engage a super power known as the intermediate diff!

The first major job came in the way of a heavily laden Engineer Mack and 20t carrying 2 pieces of plant jack knifing on the decent into the Miwais green zone. At minus 7 degrees celsius, 2 a.m., 30 odd flares and a lot of snow kicking later we thought the job was done ... thanks to the Americans, we were wrong ... While still at Mirwais, the Mentor Team lads thought it would be a good idea to roll a bushmaster in an aqua duct. For their stupidity the grunts were to occupy a 360 degree piquet in the freezing snow for five days, until our busy schedule allowed us to help them out.

A boring Dasht run and a few weeks later Hendo was after a bit of attention, the show off that he is thought it would be cool to lift tow the extremely heavy yank wrecker, and do it in style by popping up the front end and wheeling the HRV. See pics, don't ask!

The Engineers were getting jealous of Hendo's Mack abilities and tried to bust out a barrel roll with a fully laden trailer, they were shining again, with the Recovery boys were left with bits of metal and vehicle scattered across Afghan's steepest hill.

Most of our work has involved either driver error or mechanic malfunction; let's hope it stays that way!

RPS Section

The RPS was made up of SGT Gene Tua, CPL Dave Corney, PTE Shane Heidrich and PTE Alice Little and was the first of the WKSP to arrive in the MEAO to do Q stuff. The counting went well and they were in the seat pretty quickly.

Dave and Heidro run the main warehouse, so they deal with all the receipts, issues, stock control and stocktaking. A massive task as this

was a huge step up from the normal business back home. The work here is constant so maintenance is alone a huge task. The closure of half the stables area forced us to move a lot of our bulk spares down to the main RPS tent, only to find the area we were supposed to move into was not ready, much to Dave's disgust (He runs a pretty tight ship over there). Heidro, the guy who never stops smiling, is becoming pretty good on the forklift with all the moving. His other duties are personal training his truckie mates and getting our Chai Latte's every now and then.

Alice handles our RSG so she's pretty busy all the time, although she does find time to do a bit of on-line shopping and see her beloved Dragons play, which I suppose is because when the Rugby League is on, its time to clean the brew room which conveniently takes the same time as the game.

SGT Tua has generally handled the Corporate Governance stuff LNIDS problems. However, his main duty is to keep everyone entertained during the Sunday afternoons in the exclusive Echo's restaurant, where everyone gets stuck into a couple of near beers.

From the A1 (MT 3 – PB Wali)

The two Tradies at the PB are, CPL Lee Bailey the Fitter Armament and CFN Shaun Martin the Vehicle Mechanic. We've both come to learn that our skills extend past our given trades from Plumber to Electrician, Tech Elec and "the wheels have fallen off my cushy chair can you fix it for me please?"

Interaction with the Afghan National Army occurs on a daily basis to make and fix. Cultural differences occur on a daily basis, but the ANA are mostly good natured people and, unlike the two of us, they know that they are proficient in every trade including electrician (rewired all of the accommodation to run out of a single light socket from the Commanders "castle,") and Welder (repairing the 12 inch crack in their water pump with super glue).

However some things they do are slightly inventive, like the hole in their diesel supply tank that they plugged with a stick and then hung a plastic bag off of it to catch the diesel that soaked through the timber or the use of figure 11 targets to repair broken windows on their international trucks (they all seem to have at least one). It's been an interesting trip to say the least and the basic technical knowledge we retain has set us up for success in all our endeavors.

The other A1's:

MT1 (PB Hadrian) – CPL Rodney Chaffer and CPL Matthew Lette/LCPL Ryan Edwards

MT2 (PB Mirwais) – LCPL Matthew Klefish and LCPL Leigh Hobbs

MT 6 (PB Sorkh Bid) – LCPL Brenton Rosman/LCPL Tyler Murphy and CFN John Harvey

The Other RAEME Reps:

Outside of the main RAEME element, we were well supported and represented within the mentoring and OPS functions by:

MAJ Michelle Dare – S4 MTF-4 (flying the banner in MTF HQ)

CAPT Lee Jarrett – KAF LO

CAPT Dave Horder – OC Log Support Coy

CAPT Rich Keller – 2IC Log Support Coy (Dave's sidekick)

CAPT Steve Madsen – MS Coy S1/4 Mentor (Primary Chai Drinker)

WO2 Pete Marron – CSM Log Support Coy (Left all the recoveries to CPLs)

SGT Jason Lee – GSU Mentor (Lead Instructor for erecting tents in ANA compound)

1st Armoured Regiment

CAPT Orton

The last year at 1st Armd Regt has been very interesting and challenging. Since May 2011, the Workshop has deployed numerous times and achieved some excellent results despite extremes in temperature, periods of wet or mountains of dust. It's impressive to think that Smiley and the lads have managed to keep the vast majority of the fleet in very good order despite shortages in RPS, skilled tradesman and tight timelines. One tank may have caught fire but that wasn't our fault ...

We must also recognise and thank the numerous civilians who support us in and out of barracks. Without the help from GDLS, Drake and our American FSR we would not have achieved what we have in the last 18 months.

Currently we're half way through this year's Hamel series of exercises which has involved one of the largest and certainly most complex movements of Australian heavy armour for some time. Vehicles have deployed to Shoal Water Bay Training Area (SWBTA) by air, land and sea. To facilitate this, the workshop and A1s have been heavily involved in the preparation, road parties, loading and unloading of vehicles in the NT, NSW, SA and QLD.

Looking towards the future, the Hamel exercises will conclude in July and then we will have couple of months to remediate the fleet before heading to Mt Bundy again in September. No doubt the rest of the year will fly past in a blur like 2011 and then it will be time for many of us, myself and Smiley included, to move onto something else.

So if you're after something of a challenge for your next posting or you would like to experience the UK but don't have the cash - you'd swear the workshop is 50% Pommy transfers!! Don't be afraid to put 1st Armd Regt down on your list of preferences. This would have to be my most enjoyable posting to date and I've definitely felt that the organisation genuinely appreciates the work and skills of its support staff. Whatever you do for 2013, I wish you all the best for the future. Now for the "real" stories ...

VEHICLE - SGT Paul Baxter - After an unsuccessful and finally cancelled attempt at Regimental training in Cultana in Feb 2011 due to the weather, the Regiment deployed to the AFPDS range on Mt Bundy in May to conduct stage four firing camp. This went well for the wksp with only minor turret faults on the tanks.

As soon as the firing camp was completed we all set to preparing the vehicles and equipment for the deployment to SWBTA for the Bi Annual Talisman Sabre exercise followed by Ex Hamel. The deployment went well until day two - when fire bottles exploded into action in B Sqn - four bottles went off in two days, just goes to show that heavy armour needs to be in almost constant use to be effective when required. The January flooding of Rockhampton and SWBTA was almost but not quite dried out so the Recce Mechs spent two weeks in the lead up training pulling tanks from the mud! After this the tanks were restricted to main roads and there was a tank range serial where the tanks fired from the more open tracks into the bush. This resulted in the decimation of all road signs along an eight KM section of the road, who needs signs anyway?

Talisman Sabre and the Hamel live fire exercises went well for the Regiment with the wksp providing outstanding support. The Mega Ace, Mark "Smiley" Moran conjured up tank spares from nowhere I am sure he had a wand or something as none of us had any idea where he managed to get the gear from. WOCON Craig McGarry worked miracles with the profoundly inadequate tank spares system

(we have a lesser priority than Puckapunyal) and we managed to keep all the tanks required by the Regiment going.

Tracks and sprockets were a nemesis for the wksp during the build up to Hamel - we had to assist and direct the tank crews in changing seven complete sets over four days. We think the old Leopard track maint schedule was being used in error however the Wksp just pulled together and got on with it. Morale was maintained by the older characters in the Wksp the likes of CPL Bob Revermann who managed to come up with a honey chicken and mash meal in the middle of all this! There was a great deal of professional repair work completed on the tanks by the Wksp and the field systems were practiced to good effect. B Sqn had tasks that would take them longer than six hours and after speaking to the mega Ace they were completed by us. We provided a robust and efficient support regime to the Sqn tech sections and backed this up with good utilisation of the extra AS4 fleet we took on prior to the exercise, by providing forward A1 elements to cut the distance between us.

After returning to Darwin we set about preparing the tanks for deployment to Mt Bundy for the Paratus cup exercise. This was a hard month for all RAEME personnel everyone busy and we even had an OC for this exercise although most of his command decisions were taken from the horizontal position with movement of left or right eyebrows indicating his direction / wishes. All went well until an A Sqn tank caught fire and necessitated 23 power pack lifts over four days to clean out flammables from the hulls and check all fuel tanks.

The end of the Mt Bundey experience saw us servicing the entire Regiment of tanks as 2012 was to be a two Sqn year with A Sqn being reformed and taking the role of lead Sqn for the Regiment. In order to beat the annual Stuart highway flooding and get 6 tanks to Cultana for the Tp training in Feb 2012 we sent six tanks to Adelaide in October. Unfortunately this returned to bite us in the arse as they fell apart on the first rotation, as they had missed the servicing programme over Christmas. A lot of begging, stealing and borrowing took place and normality was restored. By the time we had completed the Tp training and had to join 7 RAR for Ex Boars Walk we had a troop of tanks running which showed us in a very good light to the Brigade. Now at mid April we have 90% of the Wksp deployed to SWBTA for this year's exercise season. See you next year!!

EIR - LCPL Brendan Teudt - EIR in 2011 consisted of LT Lawson, CPL Diggins, LCPL Teudt, CFN Byrt, CFN McMahon and Warren Gibson.

The year was busy as usual at the Regiment with everyone complaining that there are not enough tradies. As a result, Macca was field most of the time, with Diggo out playing Army Footy and Jake coaching both Brigade and Army Rugby. As the year wound down, we received a new lecky in CFN Smith and said good bye to Diggo, who discharged and left for the fabulous locale of Brisbane. In 2012, we were looking forward to new boffin blood, however we learnt that the new crafty discharged, the new full track was trade transferring to be a chopper pilot and the new snake, SGT Schubert, discharged after two weeks in the unit. So, all in all, a net loss of



boffins in the unit. But then there was light ... The OJT Master saved us. Mid year we receive two new boffins, CFN McLaren and CFN Van Buuren straight after their Turret courses. This year is again going to be busy, with field starting early March in Cultana, and going through to August. Preparation for SWBTA was a busy time, getting all tanks sea worthy for the trip. Just another day at 1st Armoured Regiment.

GE – CPL Mark Barrick – As the SQN wound down to the end of 2011, it saw SGT Costello march-out and head down to ALTC to complete his final promotion course and take up his new posting. CPL Troy continued working through his exhaust grill modifications, while also fixing a steady stream of operator damage. CFN Dyson completed his Turret Maintenance course and moved into A SQN Tech Section, while CFN Molnar completed the year on a high by moving to B SQN Tech Section.

The beginning of 2012 saw the arrival of WO2 Nigel Keats from B SQN Tech Section, CPL Mark Barrick from 5 Avn Regt and CFN Lewis Glen from 17 Construction SQN. WO2 Keats spent a couple of weeks in Cultana for the OSS Training period, while CPL Barrick attended Subject 1 SGT and CFN Lewis became a qualified AS4 Driver. The build up to the deployment of the SQN to SWBTA for the Hamel exercise period was extremely busy with GE putting in some hard yards to maximise the equipment serviceability for the operators. The Fitters had plenty of weapons to inspect and repair, while the rod burner was hard at work with his grill modifications and ECPs. As usual Mr Dennis Maher has been a great help looking after the armoury and pitching in with the workshop administration when required.

For the deployment to SWBTA, GE sent a 'Fitters Track' driven by CFN Glen and commanded by WO2 Keats. CPL Troy packed up the Lathe shelter and drove down in the Unimog, while CPL Barrick misses all the fun and travels to ALTC for Subject 4 SGT. As always GE section is forced to punch above its weight and keep the unit's vast fleet of equipment ready for use.

RECOVERY – CPL Daniel Stoman – It has been yet another memorable year of travelling from bush trip to bush trip in this great big training range called Australia. May 2011 saw a M88A2 Hercules, CFN Krummel and LCPL Stoman sent to Woomera rocket range on a secret squirrel mission. It was an uneventful trip with the recovery boys going tribal and having many a battle bug war and also a weird competition to see who could catch the most mice on a single night piquet to pass the time.

After the secret squirreling was done it was time to deploy to SWBTA this was the major push for the year and recovery deployed with 4 Herc and all of the troop less CFN Crossley and CFN Jordan who attended Subject 4 (CPL) in Bandiana.

Many a thing happened on this trip one of the more memorable was when the WORM, Stowie and Apple went to do an AFV shoot at the range, whilst sitting waiting for their time to shoot, they waited and watched as the Grunts were learning how to work with tanks. The Grunts were all just lying around waiting to be called up to shoot with the tanks when to the Grunts surprise the tanks let off a Troop volley which made every grunt in a twelve kilometre radius jump 6 foot in the air in such a synchronised fashion that every RSM in the army would have been impressed, this continued on for the next couple of hours.

Once the Troop got back from the bay it was a short time at home to try and effect any repairs to the 88's before heading out to Mount Bundy which saw several tanks spontaneously combust and cause the great pack lift of 2011 where every tank the Regiment owned, had its power packs removed and inspected, with the greasers help this was achieved in 5 days.

The start of 2012 saw 2 88's sent to Culltana for support to the regiment gunnery camp and for a Drivers and crew commanders course as well as BG Boar, while the other 2 where sent back to the bay for Ex Predator Run.



The Troop had two new additions in CPL Troy "because you deserve it" Hardman, and CFN Liam "shut up Cookie" Cook who both seem to be good eggs. On a sad note we lost CFN Nathan "Croz" Crossley to SOLS and CPL Matt "FNG" Anderson who left to attend his PTI course in March, we wish the guys all the best in their future endeavours.

B SQN TST – SGT Paul Baxter – B Sqn tech support deployed to SWBTA at the end of May 2011 with the following characters: The Poms; WO2 Nigel Keats and CPL Paul Baxter, CPL Nathan Adnum, CPL Ewold "Dutchie" De Wilde, CFN Lewis, CFN Jason Stoddart. There were two left behind; CFN Darryl Brown (with a completely spurious knee injury) and CFN Dave Allen (with a dubious hand injury).

After the initial settling in period the Squadron embarked on Troop training – doing their best to induce previously unheard of faults on the tanks. We quickly got used to the range of faults and became experts in MSD use for fault finding. Due to the unfortunate flooding in Rockhampton and the surrounding areas earlier in the year most of the training area was out of bounds to A vehicles so the tanks kept to the main tracks and bluffed their way through around 12 stage four firing scenarios.

As the training built up towards Ex TALISMAN SABRE, the tanks kept us busy with cracked axle arms, power pack explosions and various other faults, many of which we had to seek the help of the main Wksp OSS to complete. Then we found ourselves helping the wksp in return when the crews had to change seven sets of complete track and sprockets, CFN Stoddart and CPL De Wilde also using the fitter track to remove and replace 14 final drives. Everyone agreed that they hope this was the last overthrow from the 'Leopard days'!

ASM Keats did a superb job keeping the Sqn OC happy and we had a successful Talisman Sabre before bringing all the equipment back to Darwin to get ready for the Paratus cup Exercise on MBTA in September. No peace for us though – we had to assist the main wksp servicing all our tanks before we could pack up and move out of SWBTA.

Mount Bundy was an unwelcome change from the cool, rainy Shoalwater bay and was a manic month of flies, 40 degree heat and tank engine fires. Leading to 23 pack lifts in 5 days to find possible fire causing faults. Finally back to Robertson to service all the tanks again ready for Cultana in Feb 2012. Cultana was a difficult time for all RAEME as the 6 tanks sent down missed their annual service in December and so fell apart as soon as the Sqn's rotated through their trg. Ending on a positive note though – Ex Boars walk, tank / Inf Combat team exercise with 7 RAR went really well and showed what the tanks can do when they are running well.

With all the tech section back in Darwin getting ready to ship the tanks to SWBTA for the 2012 HAMEL exercise season morale was high throughout the TSS (name changed to Tank Support Sqn at Christmas) due to the sense of achievement in completing such a busy year, with no serious injuries and a great deal of experience gained by all RAEME personnel.

Greetings from the 1st Brigade

W01 Steve Greenall

Hello and greetings to all our fellow Brethren across Australia and OS. So far 2012 has been and will continue to be one of the busiest years in the Brigades history. As the lead formation on Ex Hamel 12, the Brigade has been in the "Bay" since the start of April conducting foundation war fighter training at unit and Battle Group level conducting the Ex Predators Walk, Run and Strike series of exercises. The Predators series enables the armoured brigade to be ready and tested against the requirements for the certification exercise which is Ex Hamel. The end of Ex Hamel should see the Brigade certified to start MST/MRE activities for the next round of operations. The end of this lengthy process should see the majority of us home in Darwin by the end of July, after being in the bay for a period of four months. This is certainly my longest stint here in a very long time.

To say this is an easy thing to do would be like saying "we should be able to colonise Mars, it sounds pretty basic" The four main Battle Groups that are formed from within the Brigade are Lion (Tank), Tiger (Mech Inf), Boar (Mech Inf) and Eagle (Cav), all of which comprise of a varying number of M1A1 Abrams, M113AS4, ASLAV and PMV variants. To keep these BGs in the field and maintained to the required standard requires a mammoth effort from the tradesmen posted to the Brigade. The movement of all this kit by ship from Darwin to SWBTA was in itself the single biggest lift of Army equipment by sea since the Vietnam War. The sea lift was conducted twice, once for armoured vehicles (6800 Tonnes) and once for some of the B Vehicle fleet (1900 Tonnes). The rest of the B wheelies did the usual road self deploy across Australia.

Since the start of April the various maintenance crews at all echelon levels have been extremely busy carrying out programmed and reactive maintenance to the fleets in the field in conditions that at best can be described as "character building". This combined with the recent heavy rainfalls at SWBTA have made the task all the more arduous.

Currently the 1 Bde maintenance teams are in the middle of a two week maintenance period. During this time the vehicle crews have departed the bay on an R&R break, while good old Bluebell stays in loc to work around the clock to fix the kit prior to the crews re-deployment to the bay. During this time the serviceability rates across all the fleets have increased dramatically, including an unprecedented availability of the M1 tank fleet.

On any good week the 1 Bde backlog hovers between 12 - 15000 hours. This is due in large to the heavy servicing requirements on the heavy A Vehicle fleets and the large number of M113AS4 and ASLAV variants that are utilised by the Brigade. It definitely isn't a case of servicing a few Land Rover 4x4's, Tech Inspecting an F88 or two and doing a fill check on a man pack RTF 200 like in "cough, 3 Bde, cough".

From here on the Bde rolls into Ex Predators Run which then rolls into Ex Hamel. This will be a very trying time with the manoeuvre BGs advancing to contact cross country, merrily destroying kit as they go. Once end Ex is called it is then a matter of the reverse procedure to get all the kit back to Darwin, which will be just as, if not more challenging than the in fill. Once back in barracks those selected to deploy will start their MST/MRE activities and head off to relieve the boys and girls currently doing a fine job OS.

So if you ever get tired of the same old run of the mill EME work why not give 1 Bde a run. If nothing else it is definitely a challenge. Cheers and remember "Chicks dig Track"!!



Tiger Crafties pull the pack on a 5 RAR M113AS4.



Crews prepare vehicles for pack lifts at 5 RAR.



1 AR bogologists changing M88 winch rope in the rain. Recce Mech porn!

1st Combat Signal Regiment TST

LT John King

Like most other workshops, the 1 CSR TST has had a cracking year so far. Amongst the chaos of Ex Hamel, 2012 has seen not only a significant increase in tempo, but also in the range of equipment in the Regiment as it begins to armour up with the re-introduction of Bushmaster and AS4s. Adding to the changes was a complete turn-over of the command team with a new TST COMD (LT King), ASM (WO2 Hazelden), TP SGT (SGT Lydiard) and most importantly the RPS SGT (SGT "The Ben" Smith).

The first challenge for the year was support to Exercise Silicon Predator which drew heavily upon the expertise of LCPL Yarrow (aka. Jenga) while LCPL Jackson was away on deployment. He was given the challenging task of tailoring a power plan for the 1 Bde HQ Base-X Tent that would sustain the ever expanding power requirement in the HQ, but also have the flexibility for design and layout alternations of the HQ. We're pretty sure LCPL Yarrow succeeded in achieving both.

Not to be left out, the Vehicle Mechanics were heavily tasked preparing the Regiment's vehicles for Exercise Hamel. The majority of the fleet were in a poor state due to last year's commitments and with the majority of the VMs (CFN Doolan, CFN Boycott and CFN Cockanaut) away on courses. CPL Baker, CFN Pinney stepped up and did a sterling job controlling production on the floor. By the time we departed, we had around 80 vehicles good to go.

Also away on course at the start of the year was the TST's Fitter CFN Stevens, who returned in time to complete Technical Inspections on our F88 carbines and the recently acquired A2 upgrade which included the attachment of a number of M203s. Demonstrating his versatility as a tradie he also produced a number of weapon racks for the newly arrived Americans and put to good use his small engine skills repairing an old diesel air compressor named CLISBY which now follows him everywhere. With the amount of exhaust smoke it pumps out it would probably be better utilized for gassing mosquitoes.

The road move to Ex Hamel was the normal grind of vehicles succumbing to breakdowns with everything from clutches to minty wrappers blocking fuel pickups. Even CLISBY would prove useful as it helped to rectify a brake line problem by simply attaching it to the system and blowing out the blockages. A big thanks also goes out to the Workshop at RAAF Base Tindal who allowed us to use their facilities overnight to conduct a number of urgent repairs such as rear main seal on a GMV and several Land Rover hub seals.

After the initial establishment of 1 CSR in Shoalwater Bay the Regiment began IMTs. Rather than griping about exchanging toolboxes for packs all members embraced the opportunity and took the chance to refresh their basic soldier skills and learn some new skills such as ambushing. Following section level training the TST reformed and moved into Troop and Squadron level training which included convoys and occupation of positions by day and night. Although at times it may have been tedious the exercises markedly improved the understanding of all participants involved and significantly reduced our occupation times.

The rest of the year promises to continue at a fast pace supporting the Regiment's pre-deployment training. Thanks to efforts of SGT Lydiard and the civvi's in rear details, gripping up production and clearing the croc park clear and the workshop functioning well out field as a team, no challenge should prove too hard.



Creek crossing.



CFN Pinney, Stevens & Doolan at Tiger Hill.



CFN Cockanaut, Pinney & SGT Smith.

101 FD WKSP COY

The year started for 101 with a focus on preparing the plethora of 1 Bde vehicles and equipment requiring maintenance for loading onto 'the arc' ahead of Ex HAMEL 12. Production was the priority and flexibility the key as an influx of 'last minute' jobs put pressure on prior planning; however, the crafties on the floor put in the hard yards to ensure targets were met and dependencies happy prior to the ship setting sail.

A fresh Coy HQ and OPS saw an influx of new personnel to fill previously unmanned positions. Led by OC 101, MAJ Paul Luck the new team members of 2IC CAPT Cameron Holt, OPSO CAPT Chris Dent, OPS LT Mike Jeffrey and CSM WO2 Rick Colefax joined the ASM WO1 Glen 'Junior' McFarlane and EMEOPSWO WO2 Mick Frawley to build upon the reputation of 101 FD WKSP in its 55th year of operation and enhance the functionality of the Workshop within 1 Bde.

Fitness within the Coy has been a focal point, with LT Mike Jeffrey, SGT Glenn Lamb, SGT Frank DeWaard, LCPL Chris Maher, CFN Erin Taylor and CFN Dom Foley implementing the PT program designed by the ASM. At times, members have questioned the methods employed by our CFL section, which have ranged from lifting tyres out of pools, leopard crawling with water jerries and stretching parts of the body elderly members of the Coy didn't think were meant to be stretched. Often the answer has been: "Shut up and squat". Team sports have also featured, with touch football, grid iron and Australian Rules games with the Marines providing an opportunity to enhance our working relationship with the United States.

The remainder of the year promises to be a continuation of the tempo experienced so far in 2012 with members of the Workshop preparing to deploy to the MEAO and Timor. This year has shown what can be achieved by a highly skilled organisation over a short duration and has been a positive period for the largest Army workshop.

GE by CFN Christie – On the job training for tradies has been said to be one of the best times you'll have in your Army career. With monthly attachments to both civilian and military workplaces you are exposed to a large variety of trade skills which will help you once qualified and posted to a unit.

Unfortunately in March 2012, my cruisy time as a Fitter OJT came to an end as I received my posting order to 1st Combat Service Support Battalion. Surprisingly, I'm enjoying my time here so far and the 1 CSSB Workshops have been flat out since my arrival so time is flying. Working at a Medium level workshop has already allowed me to work on equipment that other units do not touch such as Decontamination Units and the much loved pressurised fuel burners (which are safe apparently). Having three metre flames pumping out of one of them leads me to think otherwise. Tip for young players; watch out for excessive fuel leaks!

The GE blokes have made the workshop a great place to be, with their humour and high morale. I'd just like to mention CFN Dom Foley. Sorry mate, but that's a carton... GE consists of 11 fitters, all motivated and hard working guys, and below us four scurvy rod burners. So far this year our main focus has been production, preparations for Ex Hamel, and of course our favourite, battle PT. After Ex Hamel the boys and I are looking forward to hopefully attending various specialist and drivers courses, and for the keen ones, JLC, to finish up the year.

RPS – The New Year brought a turnover of staff for the 101 WKSP RPS, as we welcomed three fearless new members: CPL Daniels (JD), LCPL Haansbergen (Haansy), and PTE Konig (Kondog).

Once again the RPS had a very busy start to the year, with the majority of our time put into the preparation for Ex HAMEL, SCAF audit, and the completion of the 10/12 stock take program. The pace was excessively increased when CFN Simmons raised a requisition demanding quantity 1,336,000 plugs which were valued at roughly \$10 each. Unfortunately, our best efforts could not procure the items at a total cost to defence of roughly \$13,360,000. At first CFN Simmons was bitterly disappointed when informed his requisition had to be cancelled. However he soon came around once he realised that the quantity required for his work order was actually one.

The remainder of the year will bring many challenges, particularly with reduced manning as a result of operational commitments. The RPS staff look forward to these challenges and contributing to the overall success of 101 FD WKSP.

EIR Platoon – We are on a constant mission in the Tels section to try and keep our two MRF's online. As soon as we get one fixed, the other one breaks down. We try to keep our constant stream of 421 OJT's locked inside away from the sunlight for as long as possible to work on them. We are taking one of our MRF's to Shoalwater Bay this year to see if it really is a field deployable asset. We don't hold much hope of its success.

As usual we were hit with a massive surge of radios prior to exercises this year but as long as we can keep our test facilities functioning we will get through it. We said goodbye to Mr Wade Meecham this month as he joined the NT Emergency Services as a fire fighter. The section is also missing the guidance of Pete Middleton but we wish him all the best in becoming a sparky. Our replacement Secco, Carl Reck has now gone to Albury for three months to do his tank course so we can't seem to keep any CPL's. Maybe they don't want to lead this motley crew.

Instruments said a sad goodbye to CPL Ray Inman this month who has decided he doesn't want to mix with the enlisted folk anymore and since he was a Blackhawk pilot over in the UK he thought he would just give it a crack over here as well. As with tels there has been much moving about with members on ASLAV Maint courses and Bio Med courses however Ken Haydock is always there at the engraver machine coming up with ways to engrave all sorts of equipment.

This year has been a normal start to the year for Elec Sect. We have ramped up for the exercises in Shoalwater and fixed a lot of trucks for the very 'hands on' drivers in the Battalion / Brigade. We have tried to come up with a cunning power plan for the Battalion but don't know what we are powering, where it is going or when it needs to be done by so as usual we will wait until someone does not have power and they can find us. Usually these people can be found standing next to our 60 kVA's with a power cord in their hands wondering how they get inside this square beast to get some power out.

That's about it from EIR Platoon for the first half of 2012, as with everyone else, most of us are off to the Bay for a good time and will be back to clean up for the second half of the year.

Q STORE – This year the Q store has welcomed four new members to

the COY, CPL Ewart, CPL Martin, PTE Gilbert and PTE Johnstone. With the immediate tempo of the COY, the Q store hit the ground running with multiple requests for stores at short notice for EX Hamel. It has been a frustrating start to the year in regards to the supply system, purchasing and time frame for stores to arrive. However, the COY has still been able to provide a capability to the Brigade. For our new march-ins it has been completely different dynamics when they work with RAEME personnel and, at times, has been a fairly good laugh.

The remainder of the year will bring many challenges, particularly with reduced manning as a result of operational commitments. The Q store looks forward to these challenges, and enhancing 101 FD WKSP.

Vehicle Platoon – Vehicle platoon once again entered the New Year with fresh new faces and none the wiser about what it is meant to be within the infamous RAEME element. With all the talk that followed on from late 2011, this year would be a heavy period of sustained support to 1st Brigade during the exercise period in preparation for the possible golden carrot deployments at the coming of years end.

As a warm welcome to the unit in 2012, the amazing soldier tradesmen were pushed straight into over-drive, returning from leave only to find out that the unit had to be prepared to sail, at the end of February, for Shoalwater Bay. With our 'Rarely got Spares' Department running along the lines of the lotto, this made the job at hand harder to complete. While the push was on to meet looming dead lines, the crazed wet season of the Territory was once again upon us. Similar to years past, the threat of a possible cyclone was foremost on everyone's mind.

Entering February, to all the diggers' delight, the news flew like wild fire that Darwin was once more under threat. This so called "cyclone" that was massively over-hyped caused no damage and little to no rain and in turn was rejoiced by all. Thanks for the much needed R&R. From the joys and hardship from the past month, Vehicle Platoon was somehow able to be set and ready to deploy to Shoalwater Bay with a small contingent of highly skilled tradesmen. The rest are to follow in early June.

With the war stories slowly filtering their way back to camp, we find ourselves in stitches at the antics of our brethren. There are stories about Crafties who no longer have the will to drive, so they look to the sky, believing they can fly. They attempted to launch themselves from the roof tops of GMVs which resulted in an instant, one-way ticket back down to earth.

Meanwhile others are able to find the time to indulge themselves in a new found friendship with CFN Bob, who can only be said to be the best shower and bed buddy for miles. While on the run from the pound officials, our four-legged friend, CFN Bob is the newest member of Vehicle Platoon and is said to be closely related to Red Dog. In return for his antics, he thought he was in for a real treat. Hitching a ride to Shoalwater Bay! After shacking up with several

of the lads, catching up on sleep and then finding himself cornered within the shower, I dare say CFN Bob is having second thoughts about his trip to Shoalwater.

As with all exercises we find ourselves on, we soon discover who the standouts are when we all join forces in an effort to lighten the work load and make life in "the bay" a little easier. There are high performers as well as the oldies that have forgotten what a spanner is due to living the office life. Meanwhile, back home at Darwin, the rest of Vehicle Platoon enjoys the life with morning PT consisting of swim lessons, rugby and, every other Friday, stomping through the sites of Darwin.

Recovery Platoon – The year started as most do, with the usual, random corporate governance which gave Pete the opportunity to demonstrate his ability to herd cats and ensure all members complied with ever-changing direction from higher.

Jarboj and Brett Dacey spend most of their spare time organising fishing adventures and telling tales of past glories to Paul. Unfortunately for Jarboj, he has lost all street cred because his missus has been out fishing with him. Brett and Joey also enjoyed a week trip to Perth on a DMO budget.

Justin, having just arrived in location has been given the opportunity to return to QLD, in particular SWBTA to baby-sit Wardy, Pas and Whishy through the "Predator" series of exercises.

Veeny has finally got his long awaited crane course. After turning up at the Airport to be told there was no ticket for him, he paid his own airfare to Sydney, showing how much he wanted the course. Shayne has had the opportunity to travel all over the country, whilst both Mick and Frenchy have now completed the M88 Crewman course. It did have a couple of false starts; however, both are now happy to be qualified (maybe Mick more so than Frenchy). Both are expecting march-in packages from 1 Armd in the mail any time now.

Johnny, Wishy and Joey are now getting around in nervous anticipation, waiting to be given the opportunity to attend a future M88 Crewman course. As with most years, gaining positions on ASLAV Crewman courses remains an issue, hopefully we can find some resolution towards the end of this year.

The remainder of the PI is gearing up to deploy early June and all up, the moral within the Platoon is high. We have a posted strength of 18, once Scotty and Birdsey arrive from their Basic course. This is a healthy number and provides an opportunity for the OJT's to be tasked alongside qualified members in support of the BDE.

On a more sombre note, the PI lost CFN Dave Shilling through discharge. Unfortunately for Dave, due to lifestyle choices and failure to achieve minimum standards, he was let go by Army to pursue a career in the civilian sector. As for Robbo, he was sad to see his protégé Dave depart, but happy to again be back with the Platoon as the WORM after spending the last 15 months as CSM – a change which has coincided with a halving of his golf handicap.

RAEME Association Vic Incorporated

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

Why not contact our membership officer for an application Form?

**Gus Allen: gus_allen@bigpond.com Phone: (03) 9802 5460
or download from our Website: www.raeme.org.au/vic**

4 REGT TST

General Engineering Section

By the end of last year 4 REGT, TST, GE section had seen the complete change of all of its Fitter Crafties with CFN 'Timmy' Moritt, going to 10FSB, CFN 'Franger' Condon to 1RAR and CPL Phil King's promotion to full track. In their wake comes a new batch of Fitter Craftsmen, CFN Pates, Rogers and Jackson, all having just completed their training at ALTC and marching into the workshop in readiness for another busy year, which in this a 'reset' year is turning out to be more hectic than the last with the introduction of M777A2 kicking up a storm larger than 'Yasi' did 12 months earlier.

With the assistance of the workshops resident civilian Fitter, Mr Dan Williams, the boys of GE have kept busy with the bread and butter tasks of the section making sure all things small go 'bang', chainsaws and paving breakers go round and round and the Gunner's don't flog the polishing head on the bench grinder to death with the endless polishing of cart cases.

As for our Metal Smith, CFN 'Johnny' Gosper, who is even more qualified to weld stuff, having completed the SAM and Q and T courses, he has been kept busy with a drivers course and assisting the Caterers in a number of modifications to the humble BBQ. These mods not only making the Cooks life easier but they can now cook more, with less, for the increasing multitudes wait that sounds a bit like the rest of us, doing more with less, by yesterday ... etc.

From the 'Tiffy' side of the house and with the Regiment returning half its fleet of L119-F1 (Hamel) guns, gaining a compliment of M777A2's and reshuffled the Gun-line, the GE resources have been stretched to the limit. With two qualified 'Tiffys' on hand at any one time and with people either in the field or on subject courses, it has been a welcome relief to see the safe return of SGT Darren Thomas from his adventures with ATTK and for him to resume his responsibilities back with the team. The demands placed on the sub-section have already been and will continue to be demanding throughout this year as the complement of 'Tiffys',

SGT's Powell and Thomas and CPL's 'Radar' Reilly and Phil King support the Regiments ramp up of the M777A2 training, head out into the field and support other brethren within Artillery, in readiness to hand back the final Hamel guns early next year and watch as the Gun-line become fully operational with their new equipment. With this of course under the guidance of, the workshops secret weapon, the newly appointed ASM WO2 Brett Loades, hot from DMO's Land 17 project (M777A2) steering the helm.

4 REGIMENT TST LIFE IN VEHICLE SECTION

by SGT PI Wallace

I received my posting order to 4 REGT and thought I was on the up and up. After life in 3 CSSB, I finally thought I would be able to run my own section and life would be steady. But alas, fiction met reality and I was wondering who I had annoyed in my previous life.

Before I started with the REGT, I visited the TST to get my bearings and soon discovered that the forthcoming reset year would see my section dwindle to 5 personnel plus myself, on paper. That turned out to be the good news. It became apparent very quickly that the 'reset year' was a 'red herring' as the REGT were to receive the new M777A2 Field Artillery Guns to replace the aging Hamel gun, which in turn would mean an up scaling in Mack Gun Tractors and an initial

issue of PMV Command variants. So, in a nut shell, my manning had gone down, whilst the section liability had increased by 4 Gun Tractors and 5 Bushmasters. I felt violated.

Due to the necessary M777A2 conversion of personnel and equipment, our year was going to be very hectic. The REGT decided to bring forward its annual 'shakeout' from March to February, thereby ensuring that it was out of the way prior to the impending arrival of the new guns. This only left us with a couple of weeks after our Mandatory Induction Training to sort out ourselves and our 'customers'. With all hands to the pump we managed to deploy to HRTA for EX FIRST RUN.

The manning was tight but we managed to deploy to Line Creek Junction in support of the REGT. Gully was detached to 107 BTY as part of the Tiffy FRT support to the Gun Battery; whilst myself, Jeynesie and Jordo remained within the TST that was co-located with CSS BTY. Due to injury Rosey couldn't deploy, but managed to play a vital part as our rear link. The actual exercise was good as there were various new personnel within the TST that were able to find their feet in a more relaxed environment. Initially the work load was minimal so our time was filled doing troop training which revolved around giving individuals the ability to present a lesson or brief to their peers. This proved to be a great success but then the work load increased.

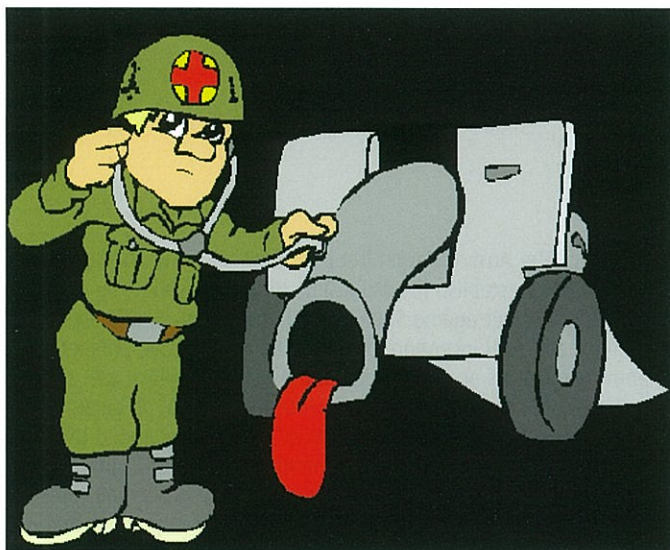
My massive section of 3 (The 3 Amigos not Stooges) leapt into action. The pressure was soon on Jeynesie as out of him and Jordo, he was my most experienced tradesman on the ground. He rose to the challenge and was eager to impart his knowledge and experiences (not all, however, were trade related. Some of us are still mentally scarred!).

Due to breakdowns in the field, Jeynesie was used a lot as my 'International Rescue' and so his nick-name evolved to 'Thunderbird 9'. He says he hates the name, but the section and I believe that this is not the case, as it massages his already massive ego even more. Near the end, the standing joke was who was on what 'shift', day or night, but with the work load increasing and the impending return to Lavarack Barracks looming, there was a need for all hands on deck. Yep, that also included me. That was a sad sorry day for the Corps.

We all arrived back without a single breakdown and I thought we had all done well. My manpower had proved to me that we could possibly manage our fleet, but I had spoken too soon. CPL Rosales was soon on his way as he was being posted to the Melbourne area, whilst CPL Gullison was crossing over to the dark side and joining the ever growing mining industry. One bit of good news was that DJ had finally finished her OJT and was posted to the REGT in March, just prior to Gully leaving. We soon came to the conclusion that she was actually Gully's replacement. It seemed a fair swap, the only difference being that DJ is quieter.

Both the TST and VEH Sect seem to be quieter now. At first we thought we had all gone deaf until it was pointed out that 'motor mouth Gullison' had moved on. On a serious note, we wish the best for both Rosey and Gully, as they were both crucial members of VEH Sect and without them the newer members could not be where they are today.

That only left the Sect with Stroz. However as a key member of the BDE PMV Maintenance Team, he has been on 'temporary loan' to B SQN 3/4 CAV since last year, therefore he is a Sect member in spirit only. His (old) body may be with B SQN, but his (active) mind is forever with the section, always sending nuggets of information via



email to me to aid our maintenance for our Bushmasters. He even delves into our MST's, (in his spare time) to sort out any problems 'he has identified'. I have often wondered if there is a name for someone who cyber stalks a 'section'.

I needed at least one CPL to act as my Shopfloor Manager, so a TASKORD was initiated for 3 CSSB to loan me one of theirs. To my surprise a CPL was forthcoming and CPL Ollwitz arrived, fresh from his 8 month deployment overseas; talk about a baptism of fire. However, together we have set about reshaping the section to enable us to fully support the ever changing ORBAT of the REGT, and so far we are doing well.

I have only been in the Corps and part of the ADF for just over 2 years, but in my time I have seen the real strengths of the RAEME trademan. Artillery is generally the same all over the world and it pays to be flexible. VEH Sect has managed to always remain (extremely) flexible whilst putting on a brave face. But the most impressive trait has been the teamwork ethic. Without that we wouldn't be where we are today. 4 REGT and its TST is an extremely busy unit, especially in a so called reset year, but if you are willing to work hard and play hard, it is, in my eyes, a great posting. Here's to the next 6 months.

RPS Store

The RPS at 4th Regiment RAA has been very busy since June 2011. CPL Ladd was deployed on OP Astute, leaving SGT Grant and CPL Roberts with the RPS duties.

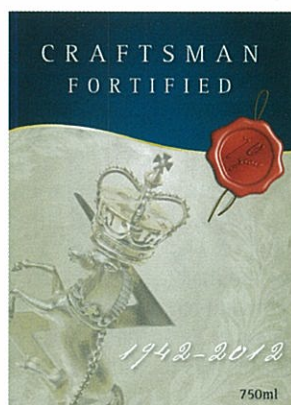
The end of the year saw SGT Grant promoted to WO2 and posted early to 3 CSSB RPS. CPL Roberts upon returning the following year got quite a shock to see SGT Fotheringham (an Inspector Foodstuffs) now in the RPS Supervisors role. During the first few months of 2012 SGT Fotheringham and CPL Roberts endeavoured to find the light at the end of the tunnel as they began the massive rearrangement of the RPS, the RSG and the stocktaking programme.

April 2012 saw the return from East Timor of CPL Ladd, with him came a new member who was poached from the Q-Store, PTE Clothier. PTE Clothier had also been deployed to East Timor and couldn't wait to start his "way cooler job" in the RPS. CPL Roberts completed his SUB4 SGT course achieving good results, but while he was gone the workshop felt somewhat empty with SGT Wallace not knowing who to pester in his time of need for parts.

All and all 2012 is looking to be a very good year for the RPS with 4 members on the floor. This will enable lots of catch up of corporate governance, brigade and unit tasking to be the main focus. This year there should be no reason for the brotherhood to use the age old excuse "we are waiting on parts ASM Sir".



RAEME Craftsman Port 2012 Commemorating the Corps 70th Anniversary (1942 – 2012)



This year's RAEME Craftsman Port is a delicious White Port from the well renowned Stanton and Killeen winery found in the respectable Rutherglen wine region.

The Port Bottle will be 750ml and will be selling for \$20. This Port is ideal for collectors and the white port is ready to drink.

<<<\$20 per bottle>>>

REGIONAL RAEME CORPS REPS

NQ – LT Chris Court (102 Fd Wksp, 3 CSSB) – Ph: 0433 821 662 / 07 4411 7303 – E: christopher.court@defence.gov.au
 SQ – SGT Brad Sanderson (7 CSSB) – Ph: 0417 634 708 / 07 3332 7789 – E: bradley.sanderson@defence.gov.au
 NSW – WO1 Steve Doehner (DNSDC) – Ph: 0422 237 207 / 02 8782 4132 – E: mark.johnson6@defence.gov.au
 Vic – SGT Craig Mason (ALTC, ASLO) – Ph: 02 6055 2239 / 0409 792 909 – E: craig.mason@defence.gov.au
 Melb – Tony Minniti (AFV SPO, Vic Bks) – Ph: 0431 456 337 – E: tony.minniti@defence.gov.au
 SA – TBA – E: neil.macmillan@defence.gov.au
 WA – SGT Brad Maher (13 CSSB) – Ph: 0401 827 840 / 08 9262 4279 – E: bradley.maher@defence.gov.au
 NT – LT Alex Graham-Bowman (101 Fd Wksp, 1 CSSB) – Ph: 0400 331 581 / 08 8925 9302 – E: alexander.graham-bowman@defence.gov.au
 Oakey – WO2 Brett Thomas (RAMS) – Ph: 0413 132 553 / 07 4577 7404 – E: brett.thomas@defence.gov.au
 ACT – Chris Hodge (DMO) – Ph: 0402 059 058 / 02 6266 0811 – E: chris.hodge@defence.gov.au
 Pilbara – SGT Darryl Porter (The Pilbara Regt) – Ph: 0428 115 274 / 08 9185 9137 – E: darryl.porter1@defence.gov.au
 Qld Assoc – Bruce Hermann (Qld Assoc) – Ph: 0418 871 081 / 07 3399 6602 – E: bkherb@bigpond.com

5 AVN REGT Technical Support Squadron

WO2 Scott Collard, SSM TSS

Greetings to all from RAAF Base Townsville, the home the 5th Aviation Regiment.

As a member of ground RAEME (commonly referred to as Steam RAEME by the RAEMEation folk), I was a little unsure what to expect when being posted to an Aviation unit. I have found it to be a place that never rests, due to the constant flying tasks and deployments.

When talking to people outside of the unit, they are generally surprised by the size and structure of the Regiment. Technical Support Squadron (TSS) is the largest sub-unit in the Army. It consists of approximately 300 uniformed personnel from all three services, as well as a raft of civilian staff from Australian Aerospace, British Aerospace Engineering, and Sikorsky just to name a few.

There are three aircraft types that are maintained by TSS – MRH90 (Multi – Role Helicopter), S70A9 (Blackhawk), and the CH-47D (Chinook).

TSS operates under an Approved Maintenance Organisation (AMO) system. There are three AMOs within TSS – one each for MRH-90, S70 and CH47. Each is headed by a Senior Maintenance Manager (Major) and each AMO also has an ASM and a Hangar Artificer (both WO2). There are two main trades within each AMO, those being ECN 411 Aircraft Technicians (Blackhanders) and ECN 412 Avionics Technicians (Boffins). There is also an Ancillaries Troop which includes ECN 153 Aircraft Structural Fitters, ECN 154 Aircraft Life Support Fitters, a Non-Destructive Testing cell, a Ground Support Equipment section, a paint shop and an aircraft wash facility. Of course, no Army maintainers can operate without the support of a RPS or Q Store, who make up Logistics Troop.

TSS also houses an OJT Cell, managed by AAvtC, which is responsible for administering approximately 30 trainees at any one time. Overseeing all of this is TSS HQ, consisting of the command team of OC MAJ Dave Wade, 2IC CAPT Beau Sankey (also a ground RAEME man), AO CAPT Tony Ely (RAInf), the REGT ASM WO1 Mick Aleckson and myself as the SSM. Residing within HQ as well are our ever-busy Clerks in the orderly room, our EMEOPs cell and the Quality Management cell.

I have been inundated with a variety of new acronyms (who knew that ROE had nothing to do with Rules Of Engagement and referred to Rate Of Effort?) as well as learning about a whole range of new maintenance challenges that affect the maintainers. As well as maintaining the capability of three different airframes within Australia, there is also the constant rotation of personnel of Rotary Wing Group (RWG) personnel to Afghanistan and the Timor Leste Aviation Group (TLAG).

Overall, TSS is a dynamic unit that remains on task constantly to enable the provision of air mobility and battlefield support to the wider Army. Following are some jottings from two of the AMOs that make up TSS.

MRH-90 AMO – THE DOGS



In the months leading up to the Christmas holidays the airspace around Townsville airport was a buzz with MRH90. Being at the

fore front of The Army aviation troop lift capability, the challenge has been set to establish the Multi Role Helicopter (MRH) as the successor to our ageing S70A-9 Blackhawk fleet. Similar to Blackhawk and ARH inception, multiple challenges have presented to both maintainers and operators during this time which are being overcome through the tireless determination of all personnel involved. These ongoing challenges have not only expanded the general system knowledge wealth within the Technical Support Troop (TST), but also have our Tradesmen highly regarded as some of the most proficient maintainers of NH90 (Global designation) in the world. This level of proficiency has seen current and past members of the TST sought after globally for their expertise.

Closer to home, the MRH TST (Dogs) achieved the highest Rate of Effort (ROE) of all MRH90 users across the capability, during the conduct of its pilot and air crewmen training. This achievement was a direct result of the hard work, tenacity, and many maintenance hours put in by the consolidated MRH90 maintenance workforce. At present the TST is comprised of Army, Navy, RAAF, Royal New Zealand Air Force (RNZAF), Australian Aerospace (AA), Eurocopter (EC) and Sikorsky personnel. The ability for such a diverse team to lead the way forward as it does clearly demonstrates The Army value of Teamwork is alive and well within MRH.

During this period the Dogs also embarked on Exercise Dog Crawl to Macrossan Training Area (MTA). Exercise Dog Crawl focussed on testing the readiness of the Forward Repair Troops (FRTs) and the support equipment required for the conduct of maintenance of two aircraft, flying 20 airframe hours over one week in the field. It was also used to retrain members of the TST in the art of deploying a RAEMEation element into the green field environment, which for some members was a first and for others, a distant memory.

During the months of February and April the Dogs said farewell to our RNZAF personnel. CPL Shane Kissell, CPL Scott Cleveland, CPL Andrew Gilberd and CPL Brayden Grant have been working tirelessly as part of the MRH90 TST while awaiting the arrival of New Zealand's own NH90s. Whilst here our Kiwi brethren gained invaluable knowledge on the MRH which they will be relied upon to pass on to their New Zealand counterparts. The opportunity for the Dogs to work alongside our Kiwi brothers was a delightful and valued learning experience which is scheduled to continue. The departure of these skilled technicians will be sorely missed; however they will be replaced by fellow countrymen whom are due to arrive in June.

Being the high profile project that MRH is, the TST has received multiple visits from various stakeholders in the project from civilian contractors to Departmental staff working on the design and development of various items of role equipment including, but not limited to; gun mounts, Ballistic Protection, Aerial delivery and Troop restraints. All of which was conducted concurrently whilst providing support to A SQN flying operations.

The Dogs have recently received a new group of trainees fresh off their MRH90 maintenance course which is conducted at 5 Aviation Regiment. They are currently undertaking their On the Job Training (OJT) to become authorised as tradesmen. These additional Craftsmen will be a welcome boost to the current Army workforce. It is a requirement that all trainee RAEMEation tradesmen are subjected to 100% supervision by mentors and assessed prior to being authorised on aircraft type. Once authorised, they will be able to conduct maintenance without direct supervision.

Establishing an effective and viable battlefield helicopter to replace the successful troop lift capability that Blackhawk has provided Army is no easy feat. To date, the challenges associated with introducing a new platform for such a gargantuan task has been both exhaustive and rewarding. With future testing and deployments of MRH into the field later this year, all members of the Dogs are working tirelessly to make sure we can provide serviceable aircraft to meet the needs of Army aviation.

CH-47 AMO – THE CAVEMEN

by WO2 Matt Connell, Hangar ART CH-47



The CH-47 AMO had a busy start to 2012. With the Christmas leave period over the TST was required to prepare 2 CH 47-D aircraft (Chinooks) to deploy to Mt Hotham in support of Aircrew Training as part of the final phase for Afghanistan preparations'. RAEME elements also deployed in support and were reminded of the cooler climates rarely experienced in Northern QLD. All the mission objectives were met but not without the technical dramas that arise whilst deployed. On completion the aircraft recovered to RAAF Wagga Wagga where one of the Chinooks was required to do a Blade replacement. This in turn presented a perfect opportunity for the Aviation Technical Trainees at RAAF STT of the 3 services a good look over of the aircraft whilst the FRT awaited parts and specialist tooling to arrive.

During the month of February an FRG was deployed as part of RWG 7.0. (Rotary Wing Group) to Afghanistan in order to support flying operations for the upcoming summer months. Back in Townsville the TST continued to work hard to keep the aircraft on line to accomplish aircrew training.

February proved to be a busy month as the CH-47 AMO assisted with the arrival of the two CH-47D model aircraft that were recently purchased from the U.S. Army. The aircraft will undergo a number of maintenance activities and modifications prior to being accepted by the Australian Army.

March also saw a number of Tradesmen upgraded in their Authorisations with a number of Assessment Boards conducted to ensure standards and Trade knowledge ascertained prior to Authorisation. This meant a few sleepless nights by individuals prior to sitting their authorisation board.

As the TST rolls out of Easter and with the rest of the year's activities firming up it will see us doing a fair bit of travelling as we take the Chinooks from one end of the country to the other. The Exercises are due to be held in Woomera S.A., the training areas in the N.T and Horn Island with a final push back down to Pt Augusta S.A, just before Christmas.



7 CSSB / 7 CSSC

SGT P. Wadley – AKA Yeldaw

RAEME Birthday last year was organised by 7 CSSB, 7 CSSC as we were the winners from the year before. The event was a success with units from Gallipoli Barracks and Amberley competing in the Cart Race, Urban Iron Man, the Spanner Toss and a GMV pull. 1 Sig Regt were the big winners on the day with a little bit of help from the event organizers, 7 CSSB's own LT Luke Smeaton and LT Ben Oakes (now Capt Oakes), who managed to hamstring their own team in the cart race by awarding a time penalty for a collision that was clearly not their fault.

Thanks need to go to CFN Robert Woods superb efforts with cooking the BBQ, and SGT Ben Smith who ran the bar for us. Thanks also need to go Queensland University Regiment for allowing us to use their area and facilities.

We would like to thank the sponsors for the day that consisted of:

Aussie Auto/ EcoFlow exhausts, Tools Direct, Morgan and Wacker, West Arana Leagues Club, Thales, Mild to Wild RC, Jason McKeown Photography, Brewers Choice, UV4x4more, Mack Australia, Vertical Horizonz, Defcredit, ADCU, Hairologists, Bunnings, and Land 121 who provided some G Wagons for display.

In all it was a very successful day with several thousand dollars being raised for the RAEME Association, even though we were cheated out of winning the cart race and many of the other events. Just wait until this year.

So far 2012 has been a good year for 7 CSSC, with Vehicle Platoon getting its new facilities handed over at the start of the year. The new facilities have allowed for better working conditions and a larger capacity for work.

The reputation of the workshop has improved a lot this year as the ability to provide increased support to the Brigade. Construction works continue to happen at the unit with the construction of a new Company HQ and ESS workshop facility. This facility is expected to be handed over early next year.

There has been a big change in personnel this year with many from last year leaving the Army for another life in Civi Street. There have also been many other members deployed this year to Afghanistan, and we would like to wish them the very best and stay safe.

5 AVN LSS

WO2 Rod Bitters

2011 ended with LSS taking a well earned fishing trip to Hinchinbrook Island for three days of fun in the Sun. Antics included high speed skiing on Esky lids, improvised camp fire guitar hero and lots of falling over. Fun was had by all and it was a great way to finish a busy year. And no we didn't catch anything worth mentioning.

2012 has started with an almost complete turn over of players in the workshop and all have been busy finding their feet (if they can see them) and getting the pecking order right. The new ACE "Ragin' Rod Bitters" has taken the helm and has managed to steer us away from any Icebergs, although occasionally there is the subtle scream of someone getting thrown over the side. SGT Browning is keeping vehicle section on their feet or in some cases crutches. The jobs keep on coming with no end in sight. This sees him mostly strapped to the red headed step child that is Millis. That said he is the Chuck Norris of the Millis world and for that we are eternally Greatfull.

Vehicle Section has had their wins and losses so far this year, wins include: LCPL Tim Penna's Dugong attack at Incident Beach (Cape Cleveland). In Tim's defence the Dugong was heavily pregnant and hormonal and we think that is the reason she was uncharacteristically aggressive. After a short stint in hospital Tim Pulled through with only a small wound to his leg, mild shock and a chronic Pardugonariasis (fear of Dugongs). We finally managed to get Justin Peake onto a JLC course; we may have misled him slightly when we told him that they had changed the course and now there is No Bush and you get to go home early every night and we may have said something about extra allowances too. CFN Lovering is mostly busy in the evenings as he is heavily engaged in advanced Jedi training and is currently waging a war against the enemy armada aboard the Death Star. Strong the force in this one is.

CFN 'XX everything' Bell has the land speed records within his sight and despite his friendly demeanour and striking good looks, is endanger of becoming a Civi, if so the Army will be worse of for it.

Elec Section is restructured and streamlined, ready for a new year of production. CPL Hanley has co-located all FPDS and has all elec assets on a high state of readiness, ready for all states of War (5Avn Style).

The fitters are in good hands this year with the arrival of SGT Stephens in January. The work group is a little thin on the ground this year as the newly posted in CPL Urbanavicius (bananas) is oversees, and LCPL Fraser is also lucky enough to be deployed too. Meanwhile back at the ranch we have CFN Nayler with his finger firmly on the pulse and he is singlehandedly responsible for keeping the fitter OJT's on their toes.

CPL Thorne recovery section (lone ranger) is the entertainments officer of GER with his low fat slow cooked snags, and hamburgers are keeping the BMI (Beef Mass Index) levels low through out LS Squadron. The weekly cook up is well looked forward too by all ranks. He is also the Guru on Chem Alert where he spends dedicated hours ensuring we are compliant and all the chemicals are right dressed.

And a mention should go out to LSS and its most recent success in the form of a small gong collection gleamed from this years AASAM event held at Pucka. Workshops managed to get three pers on the team, all members shot very well. In particular WO2 Bitters as he took out the Gold Medal for LF6 and he also took out 2nd place overall for the Service Rifle. "Well Done Boys".



WO2 Rod Bitters – Gold & Silver Medals won at 2012 AASAM.



L to R: PTE Nathan Irving, CPL Geoff Hanley, CPL Michael Thorne, WO2 Rod Bitters, SGT Steven Browning, CFN Cameron Nayler, CPL Tim Penna, CFN Cameron Lovering.

6 ESR formerly the Workshop Troop of 21st Construction Squadron

CAPT Joseph William Moloney

As of January 2012, 21st Construction Squadron Workshop Troop is now officially re-allocated to become a part of the newly raised Operational Support Squadron (OSS) of 6th Engineer Support Regiment (6 ESR). The new OSS has been raised to bring together the logistic elements of the Unit as the Regiment moves towards the final stages of amalgamating from a host of independent RAE sub-units to a combined regiment model, complete with OSS.

There are now no longer workshops integral to 17th or 21st Construction Squadron's, but instead, the two workshops from these organisations at Amberley and Holsworthy have been joined under a single support squadron headquarters at Amberley. Our two workshops have been joined this year (not physically) in preparation for 2015 when 17th Construction Squadron will move from Holsworthy to Amberley next to 21st Construction Squadron.

At the same time they move in 2015, the Holsworthy logistics elements of OSS will also move to Amberley to combine with the workshop here in our new facilities as one regiment workshop. Surely, 6 ESR will be the preeminent command posting within RAEME for a Captain when this merge is complete, particularly given the breadth of command, the scope of repairs, the sheer size of the new facilities and further given that the troop would be 50+ pers.

Currently, in this model as part of a combined Regiment, Workshop Troop provides support to:

21st Construction Squadron (21 CS) - Amberley, 17th Construction Squadron (17 CS) - Holsworthy,

1st Topographical Surveillance Squadron (1 Topo Svy Sqn) - Enoggera, and 20th Explosive Ordnance Disposal Squadron (20 EOD) - Enoggera.

This shopping list of dependencies means that the gear we work on is always different and on any given day, work will range from repairs to LR110's to 35T Excavators, bomb disposal robots and Water Purification Unit's.



The challenge of a large and diverse B & C Vehicle fleet, however, is only second to that of keeping track of, and providing support to, each squadron's various activities around the country – 20 EOD are constantly making trips down to Woomera and then sling-shooting up to Townsville, while 17 CS are crossing their path making the epic trip from Sydney to their next AACAP near Broome in Western Australia. A major part of the Holsworthy workshop has deployed to Lobadina on the Dampier Peninsula enjoying the seaside workshop outlook supporting 17 Const Sqn works.

Fortunately for us, despite our aging vehicle fleets, and despite our long haul S-Liners being past expiry, they have been extremely reliable this past year – ha! Ok so I lie! Nonetheless, there is an upside to supporting this aging fleet – there are plenty of opportunities to dispatch FRT's.

This year we have sent the guys on numerous FRT's over every part of the country, conducted several Recovery Post operations and had a stint on Triangular Island (SWBTA). This has allowed the workshop tradies to prepare and take out their GMV's and stretch their legs on many country drives, getting them out of the workshop and benefitting them with some roadside repair experience.

The workshop isn't all work and no play, however, several of the workshop tradesmen regularly compete in 4 X 4 competitions with their own cars or race in top fuel drag bikes. At times the workshop has more work happening on the floor after hours than during the day, this all increases the level of knowledge and confidence on various engines and suspension systems that the tradesmen then utilise whilst on the FRT's around the country. Rumours are growing about the return of the original "REMUS Rover" to the RAEME Corps scene to be hosted within the 6 ESR Workshop, for the olds and bolds this would bring back memories, more to follow on this in future reports.



7th Signal Regiment

CPL Mick Brosnan, CPL James Rendon and CPL Mick James

OC SPT SQN:	MAJ Rachael Ayoub
2IC SPT SQN:	CAPT Bart Smith
TP COMD:	LT Ellysha Gillespie
ASM:	WO2 Justin Wallace
VEHICLE SECTION:	SGT Andrew 'McMilis' McBurnie CPL Steve Bartlett CFN Mick Boorman CFN Graham 'The Pirate' Dorries CFN Dale 'Rock-ape' Cupit
GE:	CPL Mick James
ELEC:	CPL Ben Pattison
TELS/EW:	CPL Mick Brosnan CPL Irfaan Ali CPL James Rendon CPL Matt Doyle LCPL Dylan Clark LCPL Karl Schilf SIG Ash Hughes SIG Sam Kelly SIG Dylan Keys SIG Darren Norton SIG Beau 'Fabio' Rankin
RPS:	SGT Stuart Stephens

The 7th Signal Regiment is located at Borneo Barracks, Cabarlah, just 20 minutes north of Toowoomba. Geographically within the barracks, the workshop is split into two halves: Top Workshop, being WKSP HQ, Tels and EW Repair; and Bottom Workshop, consisting of Vehicle, Elec and GE sections.

The start of 2012 and a few new faces appeared in the Top Workshop. LT Gillespie joined the team and set out to prove that big things can come in small packages. Robbo had escaped to Brisbane and so the void was left to fill by Broz. With him came Clarky, both of them quickly realising that Toowoomba is nowhere near as warm as Townsville. No big changes for the SIG Techs with only the addition of Sam to bring the average IQ level up just a bit. Schilfy is still Schilfy, and Rankin decided that he wanted to be SF. He likes to run. These SIG Techs are a strange lot, but they go to the toilet where they are supposed to so we tolerate them.

Macca and Graham arrived in the Bottom Workshop so everyone else took the opportunity to go on course. Steve went on Sub 1 SGT and did pretty well and Dale completed his JLC. Patto and Jamesy, both having been promoted at the end of last year, assumed command of their respective areas.

So the year got going and it was straight into the sort of work that only an imminent MAS audit can produce. I's were dotted, T's were crossed and loose ends tied off. One of the bigger jobs was trying to retrain the entire unit on how to maintain their own gear, lessons which have been given in the past and will undoubtedly have to be given in the future. It took a fair amount of work but the MAS audit went pretty good in the end.

Not long after, Patto got the call up for East Timor and left as quick as he could. Likewise, Steve got a gig over in the big sandpit. Considering we were all told at the start of the year that no-one ever goes overseas from this workshop, it's great to see them go.



Back Row: CFN Boorman, CFN Cupit, CFN Dorries, CPL Rendon, LCPL Schilf. Front Row: CPL Ali, SGT Stephens, LT Gillespie, WO2 Wallace, SGT McBurnie, CPL James. Below: SIG Kelly, SIG Keys, CPL Brosnan, LCPL Clark, SIG Hughes, CPL Pattison, SIG Norton, CPL Bartlett, CPL Doyle, SIG Rankin.

After all the fun of MAS we got stuck into IMT's. As with most units of this size, we were required to provide the lion's share of manning and key appointments. Dale tried to take over as war dog and supreme tactician, but the activity passed without incident.

In April, the ASM welcomed a new addition to his family and tried to claim that three hours of sleep each night was making him tired, which is more sleep than our Diablo 3 freaks get, and even after all the baby bonuses he is still claiming to be a poor Warrant Officer. If it wasn't for the MILIS reports we don't think he could hold it all together.

EX Galloping Horse – At the end of 2011 the workshop participated in the Support Sqn Ex. This involved deploying as a CSST and moving many times a day so we could "practice" putting up cam nets. We moved from one side of the paddock to the other and back again. That concluded day 1.

During the Ex, there were many opportunities for the members of the workshop to improve their knowledge of operating in a CSST. There were several scenarios run which involved travelling out of the area up to 80km for a notional FRT. This gave the guys an opportunity to practice writing and delivering convoy orders, and the option to stop by a fast food outlet on the return trip.

The Ex was a success for workshops, with all members taking away some new knowledge. The most important lesson learnt being not to let a SIG who doesn't drive guide your vehicle while you are driving with blackouts. You will crash into something.

The workshop has supported several exercises and courses in the last 12 months. There has been a 9mm course and drivers course, and the Bear series of exercises conducted by the EW squadrons. There have also been small FRT's deployed with the Siglets for road moves to various areas. Last year we had two members attend Ex Talisman Sabre, attached to 16 ALR.

MAS – At the end of March this year we were lucky enough to be visited by our favourite advisory service, MAS Townsville. In the week they were at 7 SIG they were rather impressed with our efforts.

This result can be credited to our comprehensive internal audit system, which was crucial in identifying the areas we needed to improve. Our last full audit was conducted in October, and much credit should be given to all those involved as not a stone was left unturned. Leading the remediation push was our doctrinaire, ex-MAS ASM, closely followed by McMilis. Credit should also be given to our QM CAPT Anthony Steer, Q-Store staff and all the operators who assisted with maintaining our equipment.

Also this year, it has been great to see everyone from Workshops and Q-store pulling together to bring our facilities into line with the new WHS policy. We aren't perfect, but we are making some serious headway!

Spanner Club – Being a small workshop, in a small unit, in a small place far from anything, attending Spanner Clubs or other RAEME functions has proven a difficulty. We have been lucky enough in the last 12 months to have attended the RAEME Birthday celebrations at Enoggera, and also the Spanner Club hosted by 2/14 LHR. It was great to be able to catch up with all the guys in Brisbane and we hope to do so again later in the year, and maybe have a crack at some RAEME Birthday events.

Melbourne Cup – There is a long standing tradition at 7 SIG REGT which occurs on Melbourne Cup day. This is the running of the Vatican Guineas and the Regiment Jewel, a piggy back race, 400m for the men and 300m for the women. This event began in 1970 in the Republic of South Vietnam.

Captain Katie Chapman (RAEME), 2IC SPT SQN, made a gallant effort last as the trusty steed for a Support Squadron Q-ey. She ran a solid race to come in 3rd. There were no RAEME entries in the male event.

On the outside looking in

(A Sigs tale of infiltration, deception and intrigue)

Workshops. An institution born of RAEME values and ethos. Each member sworn to imbibe greater and greater amounts of 'brew' in order to sharpen their minds and tongues to a well fashioned point. Does it work? That is not for a lowly Sig to judge but what I do know is that in order to assimilate oneself into this religion one must partake in the java swilling ritual whenever one hears the shrill cry of 'makin' a brew!'.

A lesson well learned and compensated for by ensuring that the largest mugs in the entire workshop belong to Sigs. We know and respect your ways RAEME but nothing will stop the double frappamochachocalattes once we take over. It is inevitable.

For while we do not have a one-eyed pirate, or an inked boffin with yellow fever, what we do have is class and numerical superiority. You see Electronic Warfare Workshop have two aces up its sleeve. A secret agent and a terrorist engineer (no not a real one so get off the hotline). To watch the cat and mouse games ensue is to watch poetry in motion and all in training for the day that the workshop falls and a Signals communications interface station rises in its place.

We have even infiltrated Tels Workshop with our baby faced siglets in order to sow the seeds of disharmony amongst our boffin brethren. So far it seems to have backfired as they have been firmly enslaved and are forced to conduct maintenance on radios on a daily basis. Oh the horror!

The ASM WO2 Wallace is the greatest threat to our new world order. Always smiling and asking if we're happy. He puts us at ease and disarms us but we're not fooled. You see as part of the RAEME illuminati, he has a single purpose of subverting each and every Sig to the one true religion.

As proud Sigs we shall not break. We shall keep ourselves warm at night with knowledge that it is only us who work on the 'cooler' EW and signals gear. Best of all we work in a highly restricted area which serves to keep the riffraff out.

And so it ends that we watch and wait, scheming and toiling for the day that RAEME let their guard down and top workshops is liberated for the good of all. If all goes south however, at least we can make our escape via the secret tunnel system underneath the golf course.

The Future ... While there are no really big plans in the pipeline for 7 SIG, the remainder of the year can be somewhat predicted.

Irrespective of his citizenship Steve will still be the resident pom, Beau will have to call emergency services when he gets stuck in front of his mirror, McMilis will find another place for us to enter data, Top Workshop will release the design of their super secret tin foil hats, Graham will still have a wop eye, Boorman will still be talking about how much of a redneck he is, Dale might crack a nut open with a rock and Jamesy will still be friends with everyone.

But don't read anything into it.



Front row L-R: WO2 Wallace, SGT Stephens, CPL Bartlett. Back row L-R: SIG Norton, CPL Pattison, LCPL Schilf the Spy.

Technical Support Troop – 17 Signal Regiment

CFN Addison Woolley

It has been a busy start to 2012 for the Technical Support Troop (TST) at 17 Signal Regiment (17 Sig Regt). Not long after returning from Christmas leave we were back into the swing of things preparing for Ex HAMEL whilst also preparing for the disestablishment of 17 Sig Regt and establishment of the independent 145 Sig Sqn (yes, back to 145 for those who remember the previous 145 Sig Sqn independent). But more about all that later ...

This year we've had seven new members join the workshop. CPL Tim Sheaves from 2 CDO and CFN's Ray Bergado and Mitch Perryman (both fresh out of OJT) have joined CFN Mick Dredge to form a formidable VM section. In the Elec department, CPL Aaron McLauchlan came to us from 2 RAR in order to keep a close eye on CFN Trent Bristow-Hamilton. Whereas I was posted to the Regt as the Boffin CFN (also straight out of OJT) to work alongside LCPL Rebecca Lincoln in TELS section. Last but not least we also gained two new Qwee's in the RPS to help out PTE Sheree Barber (who has recently given birth to a little girl – well done Sheree!).

These two new members included CPL Shannon Martin from 6 Avn (just behind the fence from us) and PTE Shaun Zaglas from 3 RAR. The rest of the workshop has remained unchanged with the veteran Regt members such as CPL Leigh Bryson and CFN Craig Irwin continuing to be our friendly Fitter Armourers, SGT Alf Garnett as Head Elec / Boffin and Troop Sergeant, LT Aaron Deans as the on again off again Troop Commander (just one of the many roles he has undertaken this year) and last but not least the mighty ASM, WO2 Mark Warde.

With the posting in of new members to the Regt comes the farewelling of others who are no longer swinging spanners on a daily basis in the 'green skin'. Two of the three are still swinging spanners on the outside (and also on a part-time Army basis). LCPL Jake McIlroy still runs his own workshop whilst also seeing what life is like in the mines whilst CFN Stephen Pate (Patey) no longer has to iron his uniform for work (not that he really ever did), but he does now need to decide what to wear everyday.

Finally there is PTE Mark Flack (Flacky) who was in fact an AACC cook but spent many years as an unofficial VM. Flacky spent a total of six years at 17 Sig Regt and upon discharge had a workshop spit roast named in his honour. We wish them all the best in their future endeavours.

In regards to deployments we have been pretty lucky and currently two of our guys are overseas. One CFN was so keen to deploy that he managed to get out of his JLC early and was still deemed competent (must be that RAEME charm). The other CFN is in 'deployment heaven' as he and his one true love (touch football) are able to spend time together almost every day. Recently we also welcomed back from overseas our CPL Elec and ASM.

Whilst the ASM enjoyed his deployment, shortly after returning to work he decided that he wanted to have a longer break from work. During a Battle PT session he was unlucky enough to break not one, but both of his arms. Thankfully he was able to recuperate quick enough to be meet his bride at the end of the aisle – Congratulations ASM.

Whilst we are now 2012, we must take the opportunity to reflect on an admirable effort by two of our RAEME brethren. During the return from Ex TALISMAN SABRE 11, when faced with a serious

vehicle accident, CFN Dredge and CFN Beckwith (an attached OJT) demonstrated considerable selflessness, resourcefulness and quick thinking during the immediate response period of the accident. Their actions potentially stopped the situation from quickly turning into an extremely serious incident – Well Done! That's enough 'back slapping', now back to 2012. As I initially commented this year the workshop has once again been very busy in our preparations for the disestablishment of 17 Signal Regiment and subsequent re-raising of 145 Signal Squadron, whilst also preparing for Ex HAMEL.

This involved the conduct of a four week 100% stocktake of all Regt equipment: a very challenging activity to do whilst also still trying to perform the normal tasks of inspection and repairs to vehicles and equipment. Furthermore, it is not an easy task to call in equipment when nobody wants to give up it up because a stocktake is occurring! However, as usual the workshop was able to multitask and be one of the first areas to have their stocktake requirements finalised whilst still concurrently completing our day jobs.

However, it hasn't all been doom and gloom and stocktaking. Amongst all the excitement we have still been able to squeeze in some team building activities for the workshop and Regt. At the beginning of the year a Regt swimming carnival encouraged some competition and allowed the workshop to show off what we are good at – winning! Even though it rained on the day, spirits remained high and we still had a lot of fun and it is no surprise that Operational Support Squadron (where TST belongs) were the champions on the day (thanks to the workshop and our attached OJT who was a swimming sensation).

Not long after the swimming carnival the workshop had an adventure training week which consisted of a walk up Mt Kosciusko: some of us now commonly refer to the walk as 'that hell of a pack march'. The walk started at Charlotte's Pass and included a two day hike all the way to the summit of Kosciusko. Whilst the view was a little obstructed by the inclement weather on the final day, the guys still gained a sense of satisfaction reaching the highest peak of Australia (remember, we went the long way to get there!).

After the Easter long weekend the Regt (including a number of TST members) sent a work party to Mogo Zoo for a couple of days. Mogo Zoo is where the Regiment's mascot, SIG Mercury, the lion lives. About once a year the zoo keepers bring SIG Mercury to the Regt (where he has his own cage) for special occasions, such as a formal parade or a family day. In exchange the Regt sends some members down to the zoo for a couple of days of physical labour to help out around the zoo.

This is a very rewarding experience for both the zoo keepers and us. Whilst at the zoo we were able to feed and interact with all the animals to an extent that the general public don't ever get a chance to do. It was a great opportunity to get out of the office and to actually put some of our trade skills to good use.

Whilst the first part of the year has been busy we know it will become even more hectic following Ex HAMEL and as we move to the next phase of the Regt disestablishment. This will also include, yes, another stocktake! However, we do see the light at the end of the tunnel (and the silver lining to any situation) and we are all looking forward to when the hard work is done and we are re-established as 145 Sig Sqn at the end of the year.

20 STA RGT



INTRO

As the excitement of the new Shadow 200 Tactical Unmanned Aerial System (TUAS), an air materiel system, has spread throughout 20 STA Regt, ground RAEME has been spared much of the burden of it's maintenance schedule. The normal maintenance tasks required to have weapons firing and vehicles driving is our core business of ground RAEME. The elecies have new generators from the USA to maintain in order to keep the system powered which has required some ingenious solutions to unorthodox problems. Thankfully CFN Telfer and Mr Robertson have been more than up to this challenge.

A major hurdle to the Shadow 200 system is finding areas to operate in. This was solved with taking the system to Woomera for a lengthy exercise late last year, and coming up again this year in 2012. This has kept vehicle section occupied and busy with preparing vehicles for the trip down to South Australia and back again.

EIR – Toward the end of last year, CFN Powlesland was asked to assist and deploy with MTF 4. He was only too happy to do this, and as such we have been without his wisdom for the majority of this year. The workshop is down one more man with CFN Telfer on deployment with Shadow Group 1 (SH1), maintaining their electrical needs.

Despite these shortages in manning, the workshop continues to maintain the varied equipment held by the unit. Although the 20 STA Regt seems to focus on the Shadow 200 TUAS, there's still a surveillance capability being maintained by the unit's reserve members. In hand with that, the reserve boffin, CFN Brow plays a large part in maintaining that capability. Posted in – CPL Kemp, CPL Harding, CFN Reddie, CFN Slattery, Posted out – CPL Roberts.

VEH – They may not be remote controlled planes, but the unit still needs its vehicles in order to function. This has kept the vehicle section busy, and the surge required when preparing for the exercise in Woomera was met with gusto. The section is simultaneously preparing for the introduction of the G Wagon before the end of the year. Posted out – SGT Oram, CPL Hope, SGT McBurnie Posted in – SGT Wilkinson, CPL Ruthenberg, CFN Thompson,

GE – The unit's UAS operators may be crack pilots but they're still soldiers first. This means that weapons still need to be maintained. The boys have also kept themselves busy with all manner of boddies for almost everyone in the unit. Posted in – CPL Ehsman

AVIATION – The UAS maintenance FRT is a new beast still being moulded by the trials and tribulations of SH1's operational tempo in Afghanistan. The SH2 FRT consists of 20 STA Regt members WO2 Gareth Sutherland, SGTs Simon Jones and Scotty Breen, and LCPL Joe Colfs. TDY from 1 AVN Regt, CPLs Scott McMahon and Tyron Tynan. TDY from 6 AVN Regt, CPLs Will Munoz and Scott Romeo. Due to SED restrictions some members have been TDY'd from their parent aviation units to complete training and allow a build up of a trained workforce, minimum skill level being Subject 4 CPL tradesmen to maintain the Shadow 200 TUAS.

All tradesmen have completed the arduous (four month junket) US Army UAS maintainer cse, conducted at Fort Huachuca, Arizona. Qualified maintainers can conduct OM level repairs on the ground control station, ground data terminal, air vehicles, pneumatic launcher and arresting gear. Prior to the FRT being assembled for Woomera, a multitude of courses for the new radio and laser systems contained within Shadow 200 UAS, additionally various weapons and FPC will be completed. Posted in – LCPL Ralston, CFN Dall, CFN Hardless.

DEPLOYED WITH SH1 by CFN Telfer

Settling into TK lifestyle has been fairly interesting in which a fair bit of my time has involved liaising with the MTF Elect workshop boys CPL "Scotty" Scott, CFN Ninnes and CFN 'Krausey' Krause. They never seem to be too busy to help or offer a bit of advice. During the first couple of weeks, the hours in the day seemed to fly past with the unpacking and system checks of the Shadow system. On the workshop side, I have found that my repair parts supply come via the American Motor Pool. This is my first time dealing with these guys, who seem eager to help the foreigner from down under. Anyhow better go for now lots to do!!! See you all in the summer to catch up for some long awaited VB'S.



102 Field Workshop

CAPT S. Mooney

It has been a while since 102 FD WKSP has had an article in the CFN mag and a lot has happened and changed in that time. 102 farewelled the OC, MAJ Paul Nelson, as he moved up to take command as A/CO of 3 CSSB for the latter part of 2011. CAPT Pat McErlean stepped up to assume the role of A/OC and has since been promoted to MAJ and jumped ship to become OC Admin Coy at 1 RAR at the start of 2012. January 2012 saw numerous march-ins and our illustrious leader CAPT Sarah Mooney has arrived as our 2IC and A/OC. CAPT Mooney loves to fill in her spare time with a little bit of LEGO building to keep the mind at peak performance. MAJ Wright is now back from post deployment leave to take the LEGO castle legacy to new heights.

ASM, WO1 Mick Robinson (BGR), was deployed as MEGA ACE on MTF-3 in 2011 and returned in 2012 to take back his desk that was being utilised to some degree by WO2 Pete Whiting. After his return, Robbo played ASM for a couple of weeks then we farewelled him as he defected to become the now MR Robbo at BAE. WO2 Peter Whiting is the new 102 ASM, even though he is a Boff he is doing his best to understand things that are not soldered together.

WO2 Bargaquast (Bargs), CSM of 102, was also deployed on FSU-5 in 2011. So, SGT Colin Davis was the initial fill in but posted to ALTC on promotion at the end of 2011. SGT Sam Greenwood then took the reigns and has been trying his best to speak English – but Poms are hard to understand at the best of times. Nothing lasts forever and he will be gladly relegated back to VEH PL on Bargs' return from post deployment leave.

VEHICLE PLATOON

by CFN Luke Akehurst

2011 saw numerous exercises, the first being Tailsman Sabre. The convoy to Rocky included Hamish and Jeynsey, Scotty and Rosey, Camin and Prowsy from Veh. When they arrived in Rocky one of the TTFs had done a UJ; this UJ was not fixed all Ex as they were too scared to hit it with a hammer so the TTF was recovered back to 102 so the boys back at work caught that one.

When the Ex started some of the boys were told to park up their GMVs as they were now playing grunts, and because they were the worlds best tradey grunts, they got brassed up like there was no tomorrow by real grunts; they did, however, manage to deflect all the simulated bullets with their simulated body armour. Soldiers first. Scotty and Rosey were always the centre of attention with Axle and Slash constantly cutting some rippin' tunes from the boom box and sub in the GMV; they made some great friends with the top-brass who loved their taste in music.

The next big Ex for 2011 was 3 Bde CATA. The boys went out with a group of PNG Vehicle Mechanics, who loved their sleep time. The VMs followed truckies around for 3 weeks waiting for things to break but nothing did of course. This was due to the hard yards put in prior to the Ex, so it was pretty uneventful. The cloud punchers from 4 Regt put on a display for the 102 and PNG boys which was allegedly impressive. Big thanks to Timmy from EIR for the power so they could be entertained by movies all day long.

The beginning of 2012 had LT Robert Riley march in as VEH Pls new Platoon Commander, fresh out of RMC. He is now a learned man, due to his daily lessons on the real life of a RAEME LT and life in general from SGT Dom Buchan, who has since left him in the deep end and switched to A/WOART. CPL Steve Fiorini has now stepped in,

giving his all as A/PL SGT and trying to keep us from taking him to a retirement village.

The first Ex of 2012 was the CSST "pre shake-out shake-out" which, because of rain, camped in Field Supply car park. It was a very demanding ex. This was followed by the cancellation of the CSST shake-out due to rain and the cancellation of the EX Sealion commitment as well. Yes it was a very wet March 2012. The old veh-light shed has now made a smooth transition to become the PMV shed with baby eater, Rory Marshall, running that section with Phil, Junior and Scotty.

In the main shed there is a lot of work being started by Gary, but not much being completed by him. Flats and Alexander are still conjoined twins and are saving up for a clean Stanley knife blade. Brad Day plods along and leaves his zimmer frame in places for people to trip over with Phil and Blaines eyebrows being first victims. Pagey is running a good brew club and can always be relied upon to tactfully remind all 102 members to reconcile their bills ("Pay your f***in brew bills").

We have now discovered that our permanent OJT fixture, CFN Wilson, is a professional shredder and is great at all things admin. General Moullet is throwing his weight around like a feather and CPL Luke Parlor-Pablo is detoxifying himself for obvious reasons. Quinno is chasing glory in the Variety Billycart race with anyone who will push him and Waz Brazil is FRT-ing the crack out of the Zippers yard with CFN Lawler as his offsider.

TEAM METALSMITH

by CFN Doll

The Metalsmiths in 3 CSSB have a variety of equipment to work on for our medium repair facility – anything from Rovers to Macks and 20t Trailers. With the team changing all the time and the deployment of most of its crew, the platoon has been trying to keep up with the workload and supporting exercises like Talisman Sabre and CATA; somehow we seemed to have managed.

The team consists of WO2 Danny Crump who is the WO ART but for the most of 2011 he was the acting ASM 102 before being deployed in September 2011 to Timor Leste. SGT Troy McLaren came from ALTC to join us in January 2011, he was also deployed to Timor Leste in June 2011. CPL Phillip Thompson deployed to Afghanistan, upon returning to the unit he was posted to 10 FSB, a whole 50m away.

Now we get to the real workers, the Crafties. CFN Ryan Janus also deployed to Afghanistan in June 2011 but not as a Metalsmith, as a Bushmaster driver for SOTG due to his versatility. He regularly helped the welders when he had time to spare. He has recently decided to move to greener pastures and discharged in May 2012. CFN Kyrán Blandford was left in charge to run the work group while everyone was away; he was posted to 17 Const Sqn in January 2012.

CFN Mathew Martin deployed to Afghanistan in September 2011 after one of the welders over there injured himself. He arrived back in late January, just in time for the birth of his first child. CFN Nathan Cooper (aka Gavin Griffiths, as most of you remember him) was with us but discharged in July 2011. CFN Travis Doll joined us in May 2011 and is now running a tight ship due to no CPL being posted at the moment. CFN James Gordon arrived in July 2011. He just turned up one day off the street like a bum and said he wanted to be a Metalsmith, we had our doubts but we took him in anyway. He had

plenty of time to work on his skills prior to being panelled on the Metalsmith Conversion Course in February 2012. While on the course he managed to recruit our two latest members CFN Zane O'loan and CFN Phil Harrington who arrived in May 2012.

So now with everyone back from overseas, leave and a few new Recruits, we have a full complement of Metalsmiths ready for whatever they throw at us in the year ahead. Remember, all work and no play makes jack a dull crafty and we can't have that now, can we?

TEAM FITTER

by CFN Saunders

In a year that saw a lot of the members from GE deployed overseas, so it was left to the guys who stayed behind to keep the workshop operational and deployable. We had CPL Strow and CFN Rice set their sights for Dubai and LCPL Rocca and CFN Murray both made their way to help in the efforts in Afghanistan. This left new a comer to the unit, SGT Brian Wilson, to take up the position of A/WO ART and PL SGT. CFN Mosley and CFN Palermo, being the two senior Crafties, had to step up and take over as work group managers, giving them both a taste of what is yet to come. CFN Mosley managed the GE floor and CFN Palermo the Armoury work group.

GE worked with a skeleton crew and were not able to use their repair Armoury due to building refurbishments of EIR. They still managed to keep on top of things with the help of their Drake counter-part, Mr Thickett and CFN Saunders straight from OJTs. With the addition of CFN Saunders to the team and 3 CSSB supporting 1 RAR as Ready Battalion Group, it meant that CFN Saunders soon found himself as the fitter nominated for CSST. With trips to Shoalwater Bay Training area in June 2011 then to High Range at the end of August 2011 for CATA, it gave CFN Saunders a bit of an insight into being part of RAEME out field.

With 2011 winding down and CFN Palermo scheduled for surgery, it gave CFN Saunders a chance for a crash course in MILLIS and the running of a work group. This gave him some new skill sets to sink his teeth into. The year was very productive for CFN Mosley with Mr Thickett working closely alongside him to keep the Battalion's fleet of Pax Mods on the road and everything else that the battalion threw at him.

With most members still overseas it meant that the start of 2012 followed on from the previous, with the boys having to work hard and keep things in check until deployed members returned home. CPL Murray returned before Christmas to be posted west, to Perth. LCPL Rocca returned early in the new year to be posted to the new kids on the Lavarack block at 3 RAR. SGT McLaren and WO2 Crump returned early in the year taking a chance to have some time off and catch up with family, both of them returning back to work around Easter. Finally CPL Strow and LCPL Rice returned home at Easter and took time off until mid May.

New to the unit and bringing a wealth of knowledge is CFN Thomson from 2 CDO REGT, also back from a trip to Afghanistan with SOTG. Another addition to the team is CFN Read, arriving from Brisbane straight off OJTs. The next 12 months promises to be good, with all members back on deck giving the boys who stayed behind a chance to take a step back and take a breath.

EIR Platoon

by LCPL Tim Jaeschke

2012 started off as always with a few members leaving and some new ones coming in. At the top we lost LT Josh Eyre to 3 RAR replaced by LT Abu Shankar Babu, who was new to EIR but already posted to 3 CSSB. The boffins lost CPL Josh Frankcombe and CPL Adam Neisler to 1 RAR and 2 RAR respectively and LCPL Dylan Clarke has moved on to 7 Sig Reg on promotion. In their place we recieved CFN Greg Hall who was posted in, fresh out of OJTs. On the Elec side of the house we've only had the one member posted out,

SGT Matthew Nixon who was replaced by SGT Shane Lewis. We've also had CPL Glynn Jones posted in from 1 CSR, filling a long open vacancy for the second Elec CPL position, especially important given CPL Jarrod Hunter's continued deployment with FSU-5.

On the subject of deployments, quite a few members from EIR started the year overseas on deployment; CPL Digby Richter and LCPL Ian Johnson with FSU-5, CFN Troy Calvert on MTF-3 and CFN Luke Spicer over in Timor.

As 2012 has progressed everyone started coming back from deployment, all in a short space of time. EIR underwent a round of promotions with Luke Spicer, Ian Johnson and myself all promoted to LCPL. Happy days.

Recovery Platoon

by LCPL Matt Leigh

Recovery Platoon has had a very active past 12 months due to the increased support requirements for Brigade units and dependencies (CTC, JLU-NQ, 5 AVN, 1 MP COY, RAAF, 51 FNQR) and civilian contractors on base. A lot of the work now requires a heavy capability (HRV + 20T Tlr) in response to the rapidly changing fleet of ballistically protected vehicles. The challenge was met by a mission focused team of new reccy mechs, who together carried the burden for first and second line recovery for 3 BDE.

The arrival of 3 RAR and approximately 180 PMV flowing into 3 Bde has increased the reliance on Recovery Platoon dramatically. Recovery Platoon has consequently improved its' profile greatly, especially where an after hours response is required. This has stretched our capability but not dampened the spirits of the towies.

The recovery mechanic productive effort occurs, for the most part, after core house. The break downs, bogged equipment and the regular roll overs from the battalions that occur all over North Queensland never seem to occur between 0730 - 1600 h. The wonderful training team at CTC regularly keep us employed with drowned Patrols (Hire Cars), break downs, bogged backhoes, Manutos and other vehicles.

Recovery has seen five members either post out or discharge with only one lonely member being posted into the platoon. We are also happy to have Matty Leigh back from MTF-3 safe and sound after what was an exciting deployment. Recovery has started to receive recovery mechanic drivers (ECN: 226 Grade 1) from ALTC. We have taken a positive approach to the challenge of maintaining SME overwatch for the OJE compliance for the OJE's daily routine; plus, absorbing the training liability for the outstanding driver training component. The platoon is eagerly awaiting the arrival of the next wave of Basic Recovery Mechanics in July 12. The training cycle kicks-off once again with about 100 live tasks to complete their OJE sign offs.

The mid year increase of manning will be warmly welcomed to maintain BDE dependencies for the remainder of 2012. It is expected half of this manning will be reallocated at the end of the year. The platoon will require an increase in heavy assets IOT maintain the delivery of capability whilst maintaining an after hours response and support to the National Recovery Plan.

"CFN Tadano" underwent a very large overhaul to the tune of \$180k prior to going MIA for 8 months while supporting 10 FSB unit activities. On his return he was reclassified XX MEC J31, no driving/crane operation/tactical employment or seagoing.

The Recovery Platoon members have put significant effort towards managing the on-going maintenance and serviceability of recovery assets. The focus is now on the training to shape the platoon for next year's commitment. Overall, it has been a busy year and the soldiers have responded well to the challenge of satisfying the demand for recovery support.

Joint Logistic Unit (NQ)

Greetings and salutations from the CO and members of the Joint Logistic Unit (North Queensland) (JLU (NQ)). We are nearly half way through 2012 and it is with great delight that we celebrate the Units 10th anniversary this year on 1 Jul 12 with a formal parade and morning tea.

History – The origins of JLU (NQ) date back to two Army Units - the 1st Base Ordnance Depot Detachment (1 BODD) and the North Queensland Area Workshop (NQAW). 1 BODD transformed into the 111th Supply Company, then into the 121st Supply Company and then the 2nd Field Supply Battalion, absorbing the 9th Petroleum Platoon in the process. The NQAW absorbed the 310th Field Workshop and on 2 Apr 1990, NQAW, Townsville Movement and Transport Unit and the Area Clothing Store amalgamated to form the Townsville Logistic Company (TLC).

On New Year's Day 1994, the 2nd Field Supply Battalion and the TLC then joined to form the 2nd Field Logistic Battalion (2 FLB). In 1998, 2 FLB was amalgamated with the 10th Terminal Regiment to form the 10th Force Support Battalion (10 FSB). On the 31st Oct 2000, the base logistic elements of 10 FSB was split away to form the Northern Logistic Group – Townsville (NLG-T), an element of the larger NLG headquartered in Brisbane (JLU (SQ)). Towards the end of 2001, a joint logistic aspect was added to the Unit with the addition of the 323 Combat Support Squadron base logistic elements from RAAF TSV. On the 1 Jul 2002, NLG-T was separated from the Northern Logistic Group organisation to form the current JLU(NQ).

In Nov 2004 JLU (NQ) received 3rd Party Accreditation as a Quality Endorsed Organisation under AS/NZ ISO 9001:2000 and also transitioned to the Defence Integrated Distribution System, (DIDS) Contract for Warehousing, Distribution and Maintenance with Tenix Toll Defence Logistics, (TTDL). In Oct 2008 the contract transitioned to BAE Systems Australia (BAESA). In 2008 JLU (NQ) was awarded the "Preferred Employer" of the Australian Business Awards. In 2012 JLU (NQ) has again nominated for this award and is in strong contention to win again as the exemplar logistic unit within JLC.

The Unit Establishment currently consists of 64 APS and 18 ADF members. The Unit has a RAEME CO, LTCOL Karel Dubsky and a RAEME Maintenance Manager WO1 Andy Pethybridge. JLU (NQ) employs 16 ex RAEME APS members.

What does JLU (NQ) do?

Our mission is aligned to that of Joint Logistics Command - "to provide effective logistic support to dependency units, in order to enable ADF units to train and conduct operations". Our area of responsibility extends South to just above Rockhampton, North to Thursday Island and West to Mt Isa and the Queensland border. On the Army side, we have a Mobility Fleet maintaining over 2000 vehicles. A Marine Fleet supporting Landing Craft (LCM8), Light Amphibious Resupply Craft (LARC), Shark Cats, Dinghies and Dive gear. We also have a Technical and General Fleet, supporting generators, radios, night fighting equipment, bridging, small arms, refrigeration equipment and the like. We provide aviation spares for the Blackhawk, Chinook, MRH and King Air airframes. JLU (NQ) also operates a variety of loan and repair pools (EEP, Camp Earmark etc) and provides a freight and distribution service. The Unit also manages a labour hire contract for 3 BDE as well as providing unit integral administrative, Information Systems, facilities and equipment management, corporate governance and financial support in order for it to achieve its business objectives.



CO JLU (NQ) LTCOL Karel Dubsky and the Unit Mascot – CFN Curlew

The Unit contains six main branches:

HQ/OPS

Consists of the CO and the OPS team who guide and manage the Unit. The OPS Cell has Navy, Army and RAAF representatives who liaise with all service arms to provide rapid and succinct logistic advice and direction to all customer units.

Business Management Branch (BMB)

Consists of a variety of personnel involved in financial management, customer service, human resources, business management, Q Store, quality, performance, WHS, Environment, LSA and TRF functions.

Contract Administration Branch (CAB)

Consists of personnel involved with contract administration and compliance of the BAESA, Drake labour hire, Serco Sodexho Defence Services (SSDS) and other Regional contracts within Defence.

Explosive Ordnance Services (EOS)

Consists of Ammunition specialists providing explosive ordnance management, advice, investigation, governance checks and emergency response for the NQ area.

Combat Kitting Store (CKS)

Consists of Defence and SSDS personnel who receipt, issue and stocktake clothing and equipment for deploying forces.

Regional Fleet Services (RFS)

RFS provides supply and maintenance services for the fleet management of all equipment in NQ, they also provide Commonwealth Trade Repair for Marine and the Protected Mobility Vehicles (PMV) of the Pre-Deployment Training Fleets (PDTF). They also manage the finances for Labour Hire in the Townsville area and are responsible for the judicial management of approximately \$23M every year in the Townsville greater area.

Marine, RFS and 10 FSB were heavily involved in Mar 12 with the trial of docking an LCM8 into the HMAS Choules. Many recommendations were provided on the trial in how to improve

docking procedures and support once dry docked inside the HMAS Choules. This reduced the dry docking and refloating time of the LCM8 by six hours; a significant efficiency saving.

Land 121 implementation is on the horizon for the unit; however, NQ appears to be at the end of the list for the G Wagon rollout, this provides unique challenges for maintaining the current ageing B vehicle fleet in a tight fiscal period and competing priorities. With rapid changes occurring within the ADO such as Plan Beersheeba, DLTP and Land 121 it is an exciting time to be in JLU (NQ).



CO and JLU (NQ) Marine test drive of the LARC V at Ross Island Barracks

Enhanced Equipment Pool (EEP)

The JLU (NQ) EEP pilot commenced on 1 Aug 2011 involving all FORCOMD elements located in the NQ region (except 51 FNQR). Under the Leader of Mr Brian Robb, JLU (NQ) and Mr Wayne Nutchey (BAESA) we have completely overhauled our allocation of Unimogs. Whilst JLU (NQ) maintains the EEP equipment they do not allocate the EEP to units. Units are required to bid for pooled equipment through ACMS. These bids are prioritised by formations and HQ FORCOMD before equipment is allocated to units. The types of equipments managed within the EEP are: Unimog, Mack TTW, RT-F 500 Wagtail Man pack and 2.5 kVA Generators. JLU (SQ) and JLU (N) commenced their EEP program in Feb 12. JLU (NQ) have met all EEP requests on time and within budget.



The JLU (NQ) EEP team

Defence Logistics Transformation Program (DLTP)

DLTP is transforming the Defence logistics environment through a rationalisation from 24 sites to 7 major sites. Improved infrastructure and systems will provide the platform for the delivery of savings through more efficient services. The DLTP will deliver rationalised wholesale warehousing/distribution and land-based maintenance management networks operating in modern, purpose built facilities. This will be supported by appropriate technologies, improved performance based logistics services contracts, and enhanced enabling processes and procedures. JLU (NQ) will start its transformation in Late Oct 12 with all new facilities complete by 2016. The current DIDS contract for maintenance, warehousing and distribution will be re-tendered in Jun 12 with the preferred tender to commence in Jun 13; however, there will be two separate contracts, one for maintenance and one for warehousing and distribution.

JLU (NQ) Social Club

The Social Club provides unit members with the opportunity to maintain a work/life balance. The CO approved several activities over the past 12 months that were supported by the Social Club including: lawn bowls, volleyball, ten pin bowling, Unit Birthday, Melbourne Cup and a mid year and end of year function. There are also scheduled CO's hours and the Sails Club refreshments each payday. The Unit supports the Cystic Fibrosis Foundation with a fortnightly morning tea and passes the takings from the morning tea and raffles to the charity. The Social Club also sponsors the Logistic All Sorts cricket team for the Goldfield Ashes each year. The stories grow taller each year about how many runs, wickets, catches or beers were taken each game; however, the team remains strangely competitive.

BAE SYSTEMS AUSTRALIA (BAESA) – MATERIEL MAINTENANCE (MM) TOWNSVILLE

by Mr Wayne Nutchey, Service Manager BAESA

As the first half of 2012 draws to a close, the dust has finally settled in Townsville for the successful seeding of the Enhanced Equipment Pool (EEP) into JLU-NQ. As the workshop affiliated with JLU-NQ under the current DIDS Contract, this saw a substantial increase in maintenance output in order to bring the increased fleet holdings of Unimog, TTW, 2.5kVA generators and RTF-500 radios up to the required standard for on-going customer loans.

The dedicated workshop team of 50 civilian personnel not only met this additional project target but were also able to accommodate its normal in-house tasking associated with 4th-line maintenance to 3rd Brigade's fleet of vehicles, weapons and communications systems. A vast array of miscellaneous repairs were also completed utilising external trade houses (as managed by the BAE Trade Repair Officers) for items including tentage, breathing apparatus, equipment under OEM-warranty and support to RAAF refuelling assets.

Currently, the workshop has 14 ex-RAEME tradesmen within its ranks. This proves that current and previous Defence trade skills are still highly sought after post-discharge to ensure that continued maintenance support can be supplied to deployable forces within Townsville by a committed civilian team.



The photograph above is of the ex-RAEME tradesmen currently working at BAESA MM TSV – At rear – Wayne Nutchey (Service Manager), Ray White (VM), Steve Toms (Trade Repair Supervisor), Glenn Watkins (Vehicle Inspector), Dave Rees (Armourer), Brendan Walkom (Elec. Fitter), Ed Torpy (Radio Mech). At front – Dan Fedorniak (EIR Team Leader), Brett Blackhurst (Trade Repair Officer), Ian Cole (Inspection Section Team Leader), Mike Robinson (VM Supervisor) Absent – Simon Hurdle (EIR/GE Supervisor), Matt Lovatt (GE Team Leader), Ed Rennie (VM).

Conclusion – Unfortunately time and space do not allow detailing of the plethora of cutting edge maintenance activities that JLU (NQ) conducts daily. As our smiling customers, ecstatic employees and jubilant contractors will validate “If it’s not happening in JLU (NQ), it’s just not happening”.

RAAFSTT

CAPT Yong Yi

A chook lands in Wagga

Following the high altitude training at Mt Hotham, CH-47D A15-202 came to RAAF Base Wagga on 17 Feb 12, boosting the morale of the Army aircraft trade trainees on base. Unfortunately what was planned as a short stopover turned into a week long stay due to an unserviceability but this gave hundreds of aircraft trade trainees from all three services a rare opportunity to look at a Chinook up close and personal.

Being a long way away from any of the three Regts, it is not unusual for Army trainees to not see any Army aircraft until they get to Oakey. That is about two years after they join the Army to become aircraft tradesmen. In contrast, there are regular visits by Navy aircraft located at Nowra and some Air Force aircraft from squadrons located in Sydney and Newcastle.

An aircraft stopping over for a couple of hours may not seem significant to some but for the trainees undergoing the lengthy and difficult IET at RAAFSTT, it represents their goal and a great opportunity to touch it and talk to tradesmen who have been through the same training and now work on the aircraft.

The Army Admin Cell at RAAFSTT would like to take this opportunity to thank the Chinook crew for visiting the base. In particular, special thanks are due to SGT Green who made the aircraft and himself available for hundreds of Navy, Army and Air Force trainees. We hope many more Army aircraft will visit Wagga in the future.

Future Army aircraft tradesmen win the Defence Force Challenge at the Gumi Race

The 2012 World Championship Gumi Race was held in Wagga Wagga on 26 Feb 12. The name Gumi (GOOM-I) is a Pidgin English word for "rubber" as in inner tube and one of the rules states that the means of floatation must be at least 80% by inflated inner tubes.

The Gumi Race has been held in Wagga Wagga since 1976 and after a long period of absence, this year's race saw the reintroduction of the Defence Force Challenge race. This year's four Defence teams all came from RAAF Base Wagga but all three services were well represented by the Navy, Army and Air Force aircraft trade trainees from RAAF School of Technical Training (RAAFSTT) and there was even a staff team including an APS from Development, Evaluation and Training Squadron (DETS) in RAAFSTT.

All the Defence rafts were unique in their design and construction but all floated successfully although some of them required battle damage repairs during the operational test and evaluation phase, just minutes before the launch.

The Army team consisted of CFN Gutteridge (Team Captain), CFN McLaren, CFN Rutherford, CFN Sparks and CFN Williams, and the secret weapon Mrs Catherine Jago (the wife of SGT Jago, Army ATECH instructor). The raft built by the team was a thing of beauty – a giant mural of the RAEME corps badge covering the whole raft's top and a RAEME Tricolour flying, and armed with a 50 cal. machine gun (see the photo).

The Army team won the 7km race, many nautical miles in front of the Navy team with the time of 1hr and 41 min, followed by DETS and Air Force, and the win made into the local newspaper the next day. The winning raft will be kept and handed down to future trainees. It is hoped that winning the Defence Force Challenge at the



Gumi Race will become a long lasting tradition for the Army aircraft trade trainees at RAAF Base Wagga.

Unfortunately it is not very well known to the Wagga Wagga public that there are Army trainees undergoing training at RAAF Base Wagga despite all the town activities they participate in – various charity and social events, and ANZAC Day march as a separate Army element to the Kapooka contingent. It is a tough gig for the relatively small number of Army personnel at RAAF Base Wagga to make a mark besides Kapooka but they are always proud of who they are and do their bit to represent themselves, the corps of RAEME and Army.



Technical Support Squadron, 1st Aviation RGT

CAPT Boyd Schrader

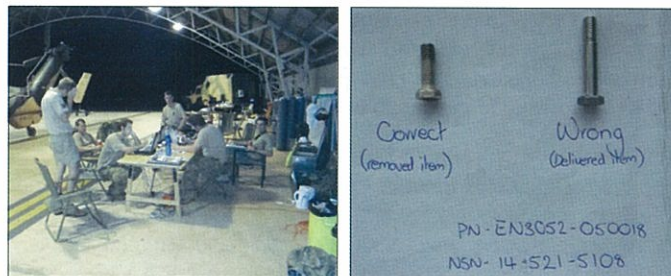
On 30 Jan 12, 1 Avn Regt began a six week night flying program to prepare its aircrew for the training year ahead. TSS hit the ground running in support while also preparing for the year's exercises.

On 19 Mar 12, Technical Support Squadron detached a TST to 161 Recce Sqn for EX POSSUM RAMAGE held at RAAF Tindal. The TST deployed in stages to support the departure and arrival of seven ARH Tigers and established itself in the Ordnance Loading Area hangars under the guidance of Fogs, Noddy, Hutch and Fergs. Much of the heavier equipment was carried by 1 CSSB transport and deftly coordinated by WO2 Pete Chambers.

EX POSSUM RAMAGE was a gunnery exercise to complete Table 6 and Table 8 gunnery serials by night. The ARH had improved serviceability with the 30mm gun on this exercise with the main problems coming from its gun computers rather than mechanical jams. The onsite support during the exercise from gun manufacturer NEXTER at Tindal and at the Delamere Range was invaluable. Another success was the latest iteration of the Fly Away Kit, a much better supplied version for RPS than was available for previous exercises.

The two week exercise was not without its challenges, particularly aircraft recoveries at the Delamere Forward Arming and Refuelling Point. A fuel probe inspection to be completed within 25 airframe hours was also released shortly into the exercise, requiring a dedicated FRT – AKA Ferguson Aviation Ltd (Ferg Avn) – to roll through the deployed aircraft. Aircraft Life Support also sited their 50 m alignment check in the field, allowing preparation of the Top Owl Display Module for night aided flying.

On Friday the advance party left for Darwin, carrying all their belongings and a few of RAAF Tindal's. On discovering that the RAAF



Left: Everybody look busy. Right: ARH maintenance in pictures.

ensign and base commander's pennant had been liberated the previous night, the base CO kindly asked for them back. He made his point by closing the main gate to any Army personnel with a promise not to let anyone leave until he had his flag. Poor WO2 Fitzsimmons couldn't even get to Frontline.

After two vehicles did a U-turn and the base had its flag back (in time for the RAAF birthday the next day), we got on with releasing aircraft for the planned Sqn mission en route back to Darwin. Unfortunately, an unserviceability on start-up saw the recovery party remaining in Tindal on Friday night. After sending the aircraft on its way on Saturday, the recovery party arrived safe in Darwin late in the afternoon.

Throughout the exercise the support provided by RAAF Tindal was outstanding. They provided equipment, MHE support, short-notice accommodation, quality midnight meals and never said 'no'.

DNSDC Hunter Valley Detachment

CPL Adrian 'Towy' Towart

The year has started at full pace for the armourers in the detachment. We had a new march-in, in the form of CPL Adrian "Towy" Towart who had just returned from a deployment to Timor Leste (and wasted no time in scarpering off to adventure training with a group from DNSDC Moorebank). SGT Martin "Macca" McPherson who had taken off to the sunny and steamy country of Brunei for his AASAM commitments, came back for a while and then left for sunny Puckapunyal for more of his AASAM party tricks (hells bells anyone would think he's a good shot). Mr Brad "Oi, You, Civi" Hedges, managed to stay here the whole time and beaver away at the mounting work-load (poor bugger).

We are looking forward to moving into the MUA (Multi User Armoury) workshop area mid-year. This will begin a new chapter for the armourers of DNSDC HV Det, as for the first time, we will be located right in the middle of the main supported unit (School of Infantry). For any Corporals and Sergeants who are looking for a challenge of working with any new weapons coming down the pipeline, or for that matter rendering older weapons (we are

currently rendering a 106mm Recoiless Rifle, WW2 SMG's and heaps more!), this is the place to be!

As for the rest of the detachment, Mr John Burke (the boss) keeps the ship running in tip-top shape and adding to his growing grey hair collection, Mr Wayne Harris (the man of many hats) keeps the contractors in line and ensures that the equipment keeps rolling out and Mr Robert Ramsey is our corporate governance guru (and all round good guy). John and Wayne have managed to take off on a week long swan trip under the guise of visiting our other dependent units (everyone from just South of the Queensland border to the Hawkesbury River and out to Orange).

Currently the unit is caught up in the review of JLC and it's workings, the short version is that we are trying to keep positions and are trying to get more, the armourers are here to stay though so once again for the CPL's and SGT's put your choice to come here on those EPAR's and keep ZBE alive (for those that know well done for those that don't come here and find out).

SASR Workshops

Casey S

SASR Workshops has as usual been busy, with TST (or Total Support Troop as we are better known) supporting a number of training exercises and deployments. Pretty standard for the Regt workshop in the west ... plenty of people on the books, but bugger all on deck.

At the end of last year we lost quite a few good hands to the dreaded posting cycle, (read as – pretty much all currently employed by various mining companies and earning the big bucks) but on the upside, we had some fairly colourful characters post in... (Spaz).

RAEME Birthday 2011

The 2011 RAEME Birthday was a pretty wild day for the Workshops. It all started with some traditional RAEME Birthday celebrations with refreshments at the workshop. Then all RAEME pers and honoured guests made their way to the Fremantle docks to embark upon the cruise of a life time. We had acquired a shipper from the cooks to contain all the refreshments we would need for the day.

TST cruised up and down the Swan with some “hired help” serving our food/drinks for us. Many a man went overboard during the course of the day, but thankfully none were lost. We also had the judging of the coveted “Movember Best Mo”, with a controversial win going to Corey. We disembarked from our cruise in Freo, and decided that it would be best if we visited some of the classier establishments along the Fremantle docks, where we proceeded to politely debate how the Army should be run. All in all everyone had a very good day.

Vehicle section

Vehicle section has been a very busy place over the last year. The new intake of crafties have been doing well to maintain the high standard of work set by their predecessors. They have had to juggle the vast array of courses they need to complete in order to work effectively on the broad range of vehicles we maintain.

We have had a few injuries on bikes over the past year, resulting in one cripple, one broken leg and one bloke lucky enough to walk away. We have also had a couple of memorable events, from a case of “Don’t you know who I am??” (good one Elvis!), a man love incident (nice one Casey) and a phantom luncheon meat thrower (something to do with a blokes bald patch).

Elec section

Elec section now comprises of Brad and Spaz, with the departure of JP to sunny Brisvegas at the end of 2011. The year has started with a rush, with the usual compulsory training and Brad took off on a bit of a holiday. Spaz has been left to hold the fort to continue on with the “bodgie” work and what ever else no greaser wants to do, especially if it has the magical smoke flowing through it, as well as educating the other trades on Alabama hot pockets and the like.

EIR

The Boffins are beginning to resemble albinos, as they very rarely emerge from their Boffin cave. Chris H has shown his prowess in the world of MS Excel, and has developed a spread sheet that can make you a brew. Kane A has had his ongoing love affair with the TST paper shredder, of which was last seen been thrown down a flight of stairs ...

Our one remaining boffin, Jason P, is extremely busy at the moment



tech inspecting the vast array of Gucci electronic shooter toys (oh, and “a lot” of radios – thanks BCOG and RASIGs). This should ensure that he doesn’t see any daylight for the next 2 years, further adding to that pasty appearance boffins are renowned for.

The RPS

The RPS has enjoyed some good times in 2012, reaping the benefits of all the hard work put in by SGT M and PTE O over the last 2 years or so. The addition of PTE JD to the RPS team has definitely given RPS some more street cred as all the crafties are scared of him. The Tool store is looking pretty sweet, however many of the ‘shiny’ things are under lock and key and only issued to the people in the workshop that look after things, ie the APS blokes.

Some of the more ‘interesting’ characters are still having a tough time understanding the principle behind the short term loan book and as a result the RPS is steadily racking up a list of “persona non-grata” individuals, these people will become outcasts and banished.

GE/Fitters

The Fitters have been fairly busy so far this year. The APS armourers are going strong, with a trip to the gun show in Las Vegas early in the year to brush up on the latest techniques and tools of the trade. GE are running on a skeleton crew (as usual) with people on course, supporting various tasks and the normal deployments.

The boys in Marine Tp are also under the pump as usual, with support to last year’s CHOGM activity and various other smaller jobs keeping them gainfully employed, on and off the water.

EME OPS

The head shed has had a busy time trying to balance the backlog books, with at least one of the hierarchy missing at any given time due to deployments and the like. The Ace is finally getting his first gig in 20+ years in uniform, and as such is doing cartwheels around the wksp yard. The old boss, Luke S departed at the end of 2011 after a lengthy deployment, looking exhilarated to be off to the home of the Loggie, sunny Bandiana. The new boss for 2012, Buddha, has settled in well, and being an avid supporter of the Dockers, helps promote a healthy competitive “atmosphere” during the footy season.

DARWIN
Logistics Centre

BRISBANE
Logistics Centre

ADELAIDE
Adelaide Support
Centre

CANBERRA
Regional
Marketing Office

MELBOURNE
M1A1 Tank
Program Office



POSITIONED TO SUPPORT

General Dynamics Land Systems - Australia is well positioned to provide high quality, cost effective and responsive logistics support and production services to the Australian Defence Force. With our strategically located facilities, international research and development strength and our capability for rapid prototyping and acquisition, General Dynamics Land Systems is the premier choice for armoured vehicle systems in the Asia Pacific region.

Regional Marketing Office, Box #5, 18 Brindabella Circuit, Brindabella Business Park, ACT 2609
Phone: 61 2 6163 8400 Fax: 61 2 6162 0567

www.gdlsaustralia.com

GENERAL DYNAMICS
Land Systems-Australia

