

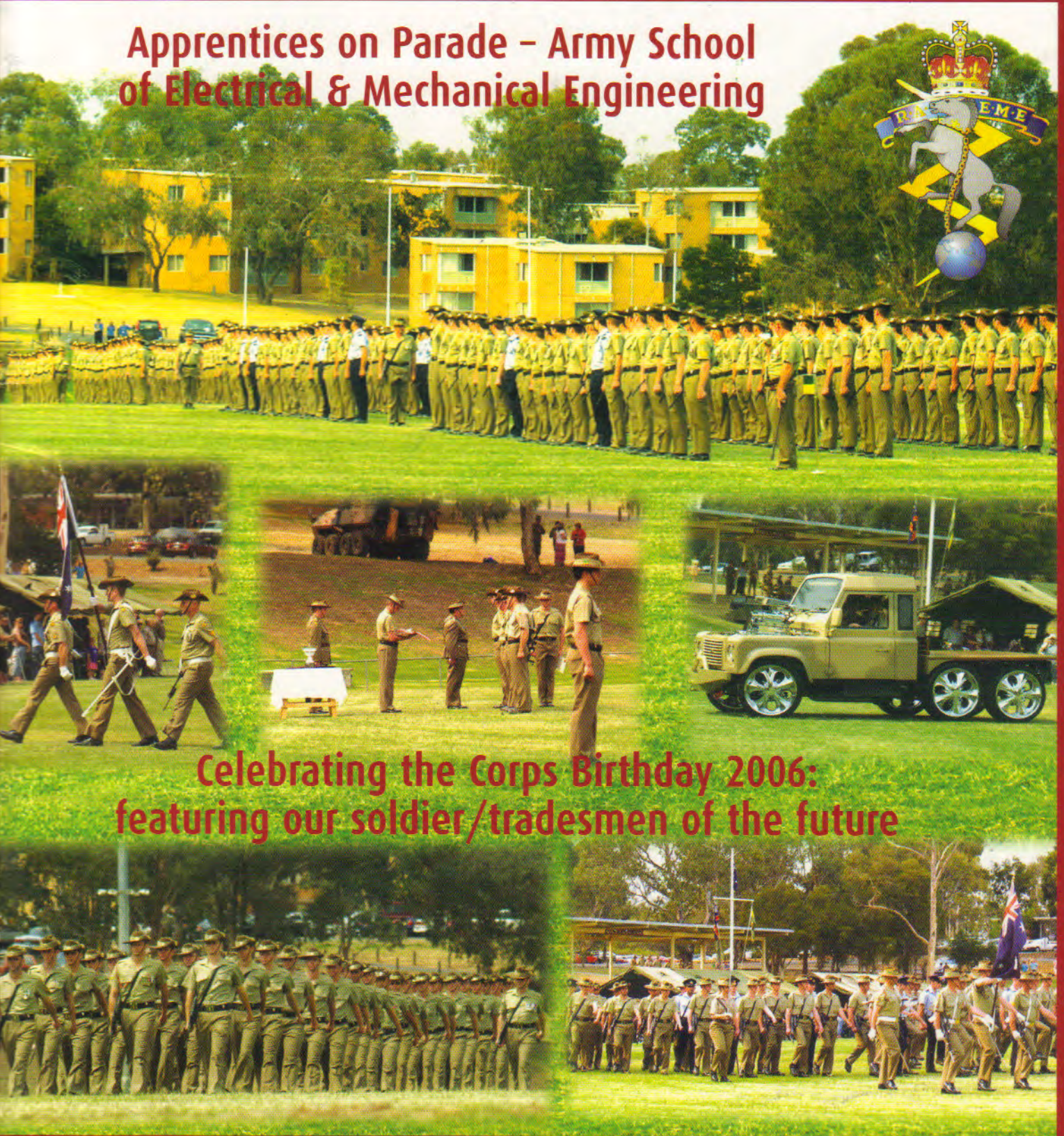
CRAFTSMAN

The Corps of Royal Australian Electrical and Mechanical Engineers

ISSUE NO. 57

SUMMER 2006

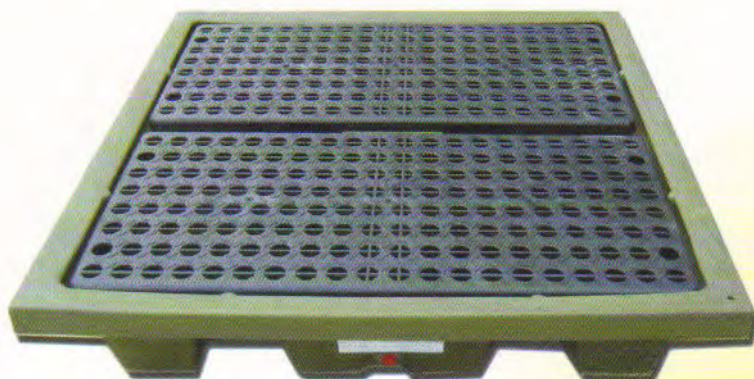
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11 May 2007

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RAEME

CRAFTSMAN

The Corps of Royal Australian Electrical and Mechanical Engineers

ISSUE NO. 57

SUMMER 2006

crafty contents



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message *from* head of Corps



*Head of Corps RAEME –
Brigadier David McGahey, CSC*

As my appointment as your Head of Corps draws to a close after four years, it is pleasing to reflect on our many achievements as an organisation over this time and to look forward to the challenges of our future. Underpinning this effort is the challenge and opportunity of equipment maintenance to a hardened and networked Army of the near future. Undoubtedly, this will mean a broad range of new equipment with increasing technical complexity and numbers, however, embracing new technologies and work practices have always been a Corps strength. No doubt this will be met with the "can do" approach that epitomises the RAEME ethos. Reflecting on the achievements of the last few years, I would like to congratulate you on our excellent support to operations, (a world class performance by any measure) and the on-going initiatives to improve maintenance manning, processes and systems across the ADO (MMM Improvement, DIDS Review, JP 2077, and the Barnett Study). All of these will provide incremental improvement to our many issues. On the personnel front, I would like to congratulate the HOC Cell on their unceasing effort to improve the pay and conditions of the Corps. In particular, I would like to acknowledge the efforts of WO1 Dave Clark in support of the RAEME trade case and LTCOL Andy Adams in his role as DHOC. In closing, I would like to thank you all for your efforts and support to our great organisation. I am also delighted to hand-over the reins as HOC into the very capable hands of Brig David Welch an excellent officer who will lead the Corps into the future.

Arte et Marte

David McGahey
Brigadier
Head of Corps

M.A. (Rick) O'Shea JP

*Ex RAEME WO2
19th Intake Apprentice
Vehicle Mechanic
(how old is he!!)*



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DISCOUNT TOOL CENTRE

message from deputy head of Corps



*Deputy Head of Corps
LTCOL Andrew Adams*

It is difficult for me to accept that this is my last article as the DHOC, not only because the time has flown, but because there are many issues impacting on our soldiers and officers that I would like to have solved before I move on. That said, it has been a privilege to serve in the position, and I know that our corps members remain capable and committed in an extremely demanding environment, be it in barracks, on operations or on exercise. I remain extremely proud to know that we have smart individuals within the corps doing great things. This is not, and should never be, taken for granted.

In my time in the chair, I have had the opportunity to visit the majority of units with RAEME establishments, both full time and part time and catch up with a number of our associations. It would be inappropriate to indicate that there are no issues confronting our members, however one of the things that I have learned is that there is much guidance to be had from all ranks and trades (be it early or late at the Spanner Clubs!). We as a Corps have never been backwards in coming forwards with our individual and collective wisdom. This is a strength and I hope we never stop doing this, regardless of the issue (facts every now and again should never cloud a good story).

I have met a number of extraordinarily talented, albeit unique individuals across our ranks and trades on my travels. These soldiers represent the vast majority of our corps, and I am confident that the craftsmen that are graduating from our current training program will continue to reflect this diversity and capability. In this vain, I am pleased to report that the recent hearings by the Defence Force Remuneration Tribunal (DFRT) recognised the capability that is inherent in our soldiers and should shortly sign off on a raft of pay group changes that will be to the benefit of all of our ranks and trades. We are hopeful this will shortly be reflected at the officer level as well. While this is but one component of our overall conditions of service, it does serve to highlight the fact that the talents of, and expectations on our soldiers, are recognised at the highest level.

I would also like to take this opportunity to thank my HOC

team. I have been educated, coerced, led astray and put back in my box by a quality group over my two years. WO1 Tibor Fekete and David Clarke have been outstanding representatives as our senior soldier/tradesmen, MAJ Graham Anderson and John Haley, along with Mr Wayne Allan, have been excellent ambassadors in driving our staff work forward, and BRIG David McGahey has provided the lefts and rights that such a small team requires to ensure our efforts were best placed. Whilst it is always difficult to name names, I do so knowing that each and all stood tall throughout the last two years. I also leave the position knowing that I have left a pile of challenges that will keep them entertained for a long while to come.

To all those that have received or have been nominated for Corps awards this year, well done. You can be assured that you were selected from a quality field and hence should be proud of your efforts; I am. To those preparing for, are on, or are returning from ops, I wish you a safe journey and look forward to seeing you back in Australia. For those of you that continue with our business back in barracks, good luck and good soldiering.

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S02 Corps report

By Major Haley



2006 is rapidly drawing to a close and the achievements of the corps throughout the year continue to be praised by all operational commanders that the DHOC speaks with. 2006 has seen the deployment of a significant slice of our capability deployed to places such as Iraq, Afghanistan, Lebanon, East Timor, the Solomon Islands as well as our continued presence in UNTSO and other UNMO commitments. If not on deployment, the remainder of our capability is generally on lead up training, promotion and specialist equipment courses, taking post deployment leave or working tirelessly to 'fill the gaps' created by all of the above.

In my travels in the past year with DHOC, I have continually been impressed by the can do professional attitude displayed by all I talk to. Sure, things aren't always as we would like, but the crafties turning spanners just want to get on and get the job done. This creates an enormous challenge for those of us who manage this rare asset. We must always continue to ensure that our soldiers receive the right balance of military and technical training, as well as instilling our Esprit de Corps on the sporting field or at the various Spanner Clubs conducted around the country. I had the pleasure of attending the 1st Brigade Spanner Club conducted by 5/7 RAR and was great to see the attendance and enthusiasm of all present, even though the brigade is operating at warp speed.

At the HOC cell level, we will continue to push issues requiring resolution up the chain. I appreciate greatly the input from

those corps members that continually find the time to assist with answering questions, offering advice and putting pen to paper to address issues that affect the Corps. A recent example of this was the Defence Force Remuneration Tribunal site inspection in Darwin. The effort in planning and supporting the inspection was enormous and the professional manner in which it was conducted has ensured a favourable outcome for the wider corps.

You will notice that there is now a Maintenance Managers Handbook on the Corps Website. It is intended as a ready reckoner for all members of the corps and is in its' early stages of development. It must be used in conjunction with the approved references as policy and procedures change on a daily basis. The intent is to update it every year in May/June and any suggestions for content, or errors found, can be highlighted to me at any time.

Lastly, on behalf of all members of the Corps, I would like to thank the outgoing HOC and DHOC for their effort and direction over their incumbent years and congratulate the DHOC on his promotion. I also thank WO1 Dave Clark for all the hard work he has conducted on your behalf as the Corps Warrant Officer. The drive and passion for all things 'spanner' possessed by these three individuals will be sorely missed.

I wish you all a Merry Christmas and a safe New Year. For all those away from home, we wish you all the best and look forward to seeing you on our visits next year.



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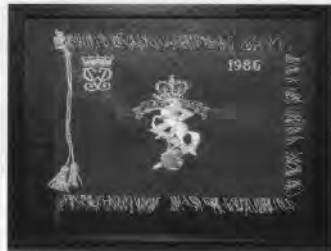
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Corps heritage

SO2 Heritage

Banner Miniatures

There has been a strong response to the second production of the Prince Philip Banner Miniature (20th Anniversary Edition). The miniature is of the highest quality and will retain (and gain) value for years to come.



Of the 200 made only 50 are left – once they are sold there will not be any more made. Order forms are available on the intranet corps website or from MAJ G.M. Anderson, SO2 – RAEME, HOC Cell, Latchford Bks, BANDIANA, Vic, 3694. The price of the miniature is \$190.

Corps Funds & Corps Subscriptions



There has been a steady response to corps subscriptions and it has been great to see the St Eligius Medallion being displayed and flashed around at the various

spanner clubs. However, given the number of RAEME members in the corps there are still a lot of fence sitters. Some feedback HOC cell has received is that there are people who agree in principle but want to know what the corps fund is for and what money is to be spent on. The corps fund has been a long standing resource for members of RAEME. As per corps instructions the charter of corps funds is:

The purpose of the Corps Fund is to:

Purchase appropriate items which are not available through service supply channels, for use by members of the Corps;

Provide suitable prizes and trophies for Corps awards and Corps Committee awards for Corps members;

Purchase suitable items for presentation or reciprocal presentation to:

- (1) Sister Corps of other nations,
- (2) Kindred or associated organisation in allied or friendly forces, and
- (3) ARA schools and cadet or training establishments as appropriate.

Sponsor events to raise the Corps profile;

Purchase and sell distinctive Corps items not available through service supply channels;

Provide financial assistance to the Corps Historical Collection; and

Fund other activities as considered appropriate by the Corps Committee for the benefit of all Corps members.

Each year the corps fund is used to provide the annual corps award prizes. It has been used to assist in funding a range of activities, the emphasis of which has changed over the years. In the past when there were many discrete RAEME units there were far more discrete RAEME activities that corps funds supported such as RAEME tug-o-war teams, rugby teams (including overseas trips), and adventure training activities. Some specific events supported by corps fund include the publication of 'Craftsmen of the Australian Army – The story of RAEME, published in 1992; contribution towards the construction of the Craftsman Memorial.

After the disestablishment of the Corps Directorate function in 1997 corps funds activity slowed with the main ongoing expenditure being the funding of annual corps awards, providing seed capital for the annual production of the Craftsman Port and incidental expenditure in support of funerals, and various ceremonial activities. Income consisted of interest on investment funds, a small honorarium from the publishers of the Craftsman Magazine and profits from the Craftsman Port sales.

With the introduction of the HOC and HOC staff appointments (albeit mostly in an extra-regimental duty capacity) by Chief of Army in 2001 the HOC staff has attempted to reinvigorate the corps fund in order to create a viable resource that can be used to the benefit of our soldiers. A summary of income and expenditure over the past 12 month period is outlined below.

Corps Funds

The corps fund has a total of \$ 185,427 under management. Income streams include:

Income:

Corps subscriptions	- \$6,335
Interest	- \$7,160
Corps Port	- \$9,655

Expenditure:

Awards	- \$3,400
Bandiana Spanner Club Advance (to be repaid)	- \$500
NT RAEME B'day Advance (to be repaid)	- \$1,000
DFRT BBQ-Robertson Bks	- \$200
Ceremonial presentations (ANZAC Wreaths, funerals etc)	- \$184
RAEME museum upgrade	- \$5,000
Purchase of Corps Painting Prints	- \$1,360

Corps Painting Prints

Just a reminder we now have prints of the Corps Painting – *AFV Repair in the Light Green-Vietnam* available for purchase. They are poster size on good quality paper and are available from the HOC cell or the Bandiana Museum at \$7.50 plus postage.



Corps Awards

One of the more enjoyable and satisfying activities within the HOC cell is the deliberation and selection for the annual RAEME Corps Awards. Each year there are 20 corps awards up for consideration. As has been the case for the past few years the quality of candidates was exceptional. Each winner receives a certificate from the HOC and a prize provided from Corps Funds. For a number of the awards there is also a perpetual trophy which has each of the winners names engraved. A summary of each of the awards is outlined below. From 2006 the prize

for each award (with the exception of the LT Peter Jennings Award which has its own prize) is to be a special 'Awards Issue' of the RAEME banner miniature. The award miniature is framed in a gold frame as opposed to the black frame on the miniatures that are available for purchase. Another new initiative to duly recognise the achievement in being awarded the National Craftsman of the Year (CofY), is for both the ARA and GRes National CofY to be brought to the Corps seminar and presented their award by the HOC during the opening of the seminar. In October this year LCPL Ireson (ARA National CofY) from 16 AD REGT, South Australia, and CFN Disher (GRes National CofY) from 9 FSB, Tasmania, were presented their awards at the corps seminar by HOC BRIG David McGahey. On a slightly disappointing note not all the awards are presented each year because in some instances we have not received nominations. OCs ASM, managers and supervisors are encouraged familiarise themselves with the CofY award process and to use it as a means of recognising and rewarding the work of outstanding soldiers and tradesmen.

The HOC cell most sincerely congratulates the 2006 RAEME Corps Award recipients.

Corps Awards 2006	Winner	Unit
National Craftsman of the Year - ARA	LCPL A.K. Ireson	16 AD
National Craftsman of the Year - Gres	CFN R.S. Disher	9 FSB
Artificer of the Year	WO2 T.J. Spiranac	Adventurous Trg Wing
Regimental Award	SGT M.I. Hanson	1 JSU
Junior Regimental Award	CPL B.K. Vaughan	4 RAR
LT Peter Jennings Award	LT J.A. Lennon	10 FSB
BRIG Martins		
Encouragement Award	CPL M.J. Lenske	1 FD REGT
Regional Craftsman of the Year		
ARA Vic/Tas	CFN A.M. Jung	26 TPT Sqn
ARA - NQ	CFN B. Judd	3 CER
ARA - SE QLD	CFN M.L. Booker	21 Const
ARA - WA	CFN D.C. Strawbridge	SASR
ARA - NT	M.I. Thompson	8/12 MDM Regt
ARA - NSW	CFN D.J. Fiess	SOLS
GRes - WA	CFN C.Locke	11/28 RWAR
GRes - NT	CFN J.L. Girle	Norforce
GRes - NSW	LCPL I.C. Downie	8 CSSB
Gres - Vic/Tas	CFN C.S. Daley	26 TPT Sqn
GRes - SA	No Nominations	
GRes - SE QLD	No Nominations	
GRes - NQ	No Nominations	

Artificer Award

The Artificer of the year award is presented to the student who achieves outstanding results on Subject 4 for Warrant Officer (Artificer) courses at Army School of Electrical and Mechanical Engineering (ASEME) ALTC, or RAEME Aircraft Maintenance School (RAMS).

Regimental Award

The regimental Award is presented to the student who achieves outstanding results on the "RAEME Special to Corps Phase" of the Warrant Officer Logistics Course at Army School of Logistic Operations (ASLO) ALTC.

Craftsman of the Year Award (CofY)

The CofY Award is to identify and recognise annually the outstanding ARA and GRes Craftsman within RAEME and to encourage all members of the Corps to strive for a high level of military and technical achievement. The award is judged for the period 1 July of the previous year to 30 June of the current year. The CofY award is presented in to the top ARA and GRes CFN/LCPL in each region. The National ARA and GRes CofY is then selected from the regional winners

Junior Regimental Award

The Junior Regimental award is an annual award presented to the student who achieves outstanding results on a Subject 2 (Sergeant) RAEME Course.

LT Peter Jennings Award

Background

LT Peter Jennings was a RAEME officer who died in 1987 while on his ROB Course at RAEME Training Centre. The RAEME Corps Committee has agreed to a request by LT Jennings's parents to establish a Memorial Award. An interest bearing account called the LT Peter Jennings Memorial Award has been established using monies donated by Mr and Mrs Jennings.

The Award

The LT Peter Jennings Award is to consist of a perpetual trophy which is to be housed at the Army Logistic Officers Mess, and an individual Award. The perpetual trophy is to be engraved each year with the name of the recipient.

Criteria for Selection

The Award is to be made annually to recognise the best officer attending a Logistic Officers Basic Course - RAEME Special to Corps Phase.

Brigadier H.L.C. Martins, OBE, Memorial Encouragement Award

Background

Brigadier H.L.C. Martins, OBE was the Director of Electrical and Mechanical Engineering (DEME) from 8 Jan 67 to 29 Dec 69 when Army Headquarters was located at Albert Park Barracks in Melbourne. Having completed an apprenticeship as fitter and turner with the SA Railways, he worked as a design draftsman with BHP before joining the Permanent Military Forces in 1938. He was allocated to the Australian Army Ordnance Corps and, on 8 Aug 42, was transferred to the newly formed Army Electrical and Mechanical Engineers. Brigadier Martins was made an Officer of the Order of the British Empire (OBE) on 10 Jun 54, for services as the Commanding Officer of the British and Commonwealth Advanced Base Workshop in Korea. Brigadier Martins retired from the Army in 1969. A Resume of his Military Career is at Annex A.

Introduction

Brigadier Martins died on 17 Jul 89. Following a request by Mrs Martins and her family, the RAEME Corps Committee agreed to establish a Memorial Award to be known as 'The Brigadier H.L.C. Martins, OBE Memorial Encouragement Award'. An interest bearing account titled the 'Brigadier H.L.C. Martins, OBE Memorial Encouragement Award Account' has been established using money donated as part of the Award.

The Award

The Award is to consist of a perpetual trophy, pictured at Annex C, which is to be housed at the Army Logistic Officers

Mess and an annual cash award equal to 90% of the annual interest earned on the principle invested. The cash Award may be spent by the recipient on any item or items he desires. The perpetual trophy is to carry individual brass plates inscribed with each winners name, regimental particulars and date of Award.

Criteria For Selection

The Award is to be made annually to recognise the outstanding Junior NCO attending RAEME Subject 4 (Sergeant) Courses

conducted at ASEME, ALTC and the RAEME Aircraft Maintenance School (RAMS) during a training year.

Description of the Awards

Each award for the outstanding student consists of a framed certificate, signed by HOC – RAEME and a special 'Award Series' framed RAEME Prince Philip Corps Banner Miniature

Corps Medallion – Number Draw

To those members who have subscribed to corps – on behalf of all members of the corps I would like to thank you for your contribution. You should all now be in receipt of your Corps medallion. For each edition of the Craftsman Magazine we will conduct a raffle from all the medallion numbers issued. The winner will receive the following prize.

For this issue the winning number is:

260

Congratulations to
CFN Brendan Teudt,
of 101 Fd Wksp, 1 CSSB



Prize – Corps Painting print, cap and Corps Port

RAEME Association of NSW Inc. ANZAC Day Wednesday 25th April 2007

Our Association has been privileged with the honour of parading the Prince Philip Banner in the Sydney Anzac Day March April 2007. March with us and/or join us at our after march get together.

We have arranged for a register of interested RAEME personnel who wish to march or just attend our reunion.

If you are interested in being kept up to date with march form up location, Bowlers Club address, timings and cost please communicate with the Secretary by any of the means as per the adjacent form.

Keep me informed!!
Anzac Day 2007 - Sydney

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Ivan Grasis
PO Box 3123
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E: secretary@raemensw.com



Corps Warrant Officer report

*Warrant Officer Class One
David Clarke*



Well it is November already and another year is nearly gone. It has certainly been a very busy year for the Corps with members being deployed on operations all over the world. It is heartening for me that everywhere I go on my travels as the Corps Warrant Officer that you, our members, continue to be praised for the fantastic job you are doing, no matter whether you are on operations or supporting unit exercises. This praise is coming from Unit COs and Brigade Commanders who are recognising the work you are doing and are realising that without RAEME they could not maintain their high tempo and standards.

We, in the Head of Corps Cell, understand that this is all being achieved, whilst RAEME manning for a number of trades is very low and the workload in Units is constantly increasing. The fact that you are still getting the job done and that the RAEME 'CAN DO' attitude continues to prevail is a credit to you, the members of the Corps. There are a wide range of initiatives that are currently being looked at to address our current situation. From the trade reviews being carried out on the Technician Electrical, Fitter Armament and Artificer Ground trades by EME Cell, Development Group, ALTC. To the Land Materiel Maintenance Support Review that has been instigated by Deputy Chief of Army to look at how Army is going to maintain its equipment into the future. I'm sure these, and a number of other initiatives such as the Ground Trade DFRT submission will be discussed in more detail in this edition of *The Craftsman*.

Whilst I'm on the Head of Corps Cell, it would be remiss of me as the Corps Warrant Officer, not to thank our HOC and DHOC for their passion, commitment and efforts for the Corps – Brigadier McGahey for the past four years and LTCOL Adams the past two years. Both the HOC and DHOC have had extremely busy day jobs, yet have made the time to commit themselves to what equates to be very busy and important Extra Regimental Appointments. It may not seem like it to those of you out in the Units, but these gentlemen have worked very hard to represent RAEME to the Senior Leadership Group of the Army and to make as many changes for the better as they can. It has been an honour and pleasure to have been part of the HOC Cell and to have worked so closely with them. I know, I join you all in wishing them both the best for the future.

No matter how we look at it, the bottom line with arresting our current situation lies with YOU. You the Craftsmen and

Corporals of the Corps can all do your bit to help the situation. Saying 'this is all too hard' and 'I'm getting out' is not the answer. Taking that job in the mine, where you may earn good money, won't make up for the time you spend away and won't replace the mateship that you get in the Army. For every one of you we lose, your mates that stay behind are going to have to work harder. Knocking back that promotion course because you don't want to be a Corporal or Sergeant means that we don't have people qualified to be Corporals or Sergeants. Guess who ends up doing their work anyway, but without their pay?

You can also do your bit by being recruiters for RAEME. When you're at the boozer talking to members of your Unit and they are complaining that they don't want to be in Infantry, Artillery, Armoured Corps, etc any longer and they are going to discharge, suggest to them that they should consider Corps transferring and getting a trade in RAEME. We are currently experiencing difficulties getting people to fill the panels on our Fitter Armourer, Vehicle Mechanic and Technician Electronic Systems courses.

When I look back over the past 20 odd years and ask myself why I have stayed in I think of the great mates I have made in RAEME and of those truly unique experiences I have had whilst serving as a tradie. I remember the FRTs that require a steering bearing replacement on an ASLAV that goes all night and the sense of pride you have in yourself and your team for a job well done and the fact you haven't let the Unit down and have once again done your Corps proud. I also remember the ASMs golf/fishing days where you get the day off work to knock around with your mates and have a couple of not so quiet ones at the end (you can bet the mines aren't going to pay you to do that). This is a truly unique organisation that you are part of. It isn't some civilian company where your value is measured by the dollars per hour the boss can make off you, where you have to make every minute of the day count, or you're out. It is an organisation that respects your worth and where hard work, devotion and commitment are recognised and rewarded with promotion and more great memories.

I know it isn't easy out there in the Units at the moment. It was only 18 months ago that I was ASM 2 Cav Regt (the second greatest honour of my career). What is the first you may be asking yourself? Well that would be being the Corps Warrant Officer for the greatest Corps in the Army and representing all

of you great soldiers. One of my duties as the Corps Warrant Officer is to compile the nominations for the Craftsman of the Year and reading the nominations is a great honour. There has definitely not been any shortage of ASMs and OCs wanting to show off the quality of Craftsmen and Lance Corporals that they have working for them. This being my first year looking at these applications, I can't say that I'm surprised because I had a number of potential Craftsmen of the year working for me when I was at 2 Cav Regt. What it does confirm that we are an organisation that attracts great soldiers and first rate operators.

Recently I had the pleasure of listening to a speech delivered by a RAEME OC where he espoused the three innate traits of the RAEME Craftsman: 1 they love and live to fix things; 2 they love to souvenir things to decorate their boozers during their travels (such as signs); 3 they love to get up to mischief, and if it is at the expense of an Officer all the better. I think these traits sum you all up very well, be it as a Craftsman or a Warrant Officer Class One (we still have that Crafty streak in us somewhere). This is why I'm proud to be in RAEME and why I'm proud to be your Corps Warrant Officer.

On a personal note, I will be leaving the ARA at the end of the year after 24 fantastic years in our great Corps. I will be taking up an Instructor position with Armaments and Construction Wing here at ALTC, as well as transferring to the Active Reserve. I look forward to maintaining a connection with the Army and the Corps. I would like to thank all of those members I have worked with over the years for their support, assistance and friendship. I have had a great time and made friends that will last me for the rest of my life. I would also like to thank my wife Rebecca for her support and love over the past 16 years and for following me all over Australia and my beautiful daughter Keely who has been very brave putting up with Daddy going away without complaining and has always made the time spent away endurable, because of the big hugs and smiles I get whenever I come home.

In closing, I would also like to wish those members who are currently deployed and those deploying in the future good luck and a safe return. You are doing the Corps proud and continuing to add to our strong history.

Arte et Marte

AEME RAEME Associations and Kindred Organisations

Secretary

2/1st Aust Fd Wksp AEME Association

C/- 10 Archer Place, Mill Park Vic 3082

Secretary

2/2nd Aust Fd Wksp AEME Association

C/- Unit 6/35 Clowes Street, South Yarra Vic 3142

Attention: Mr William Tolhurst

Secretary

11th Aust Adv Wksp AEME Association

C/- 70 Clarendon Street, West Coburg Vic 3058

Attention: M Charles Kerwood

Secretary

The RAEME Association (Vic) Inc.

C/- Oakleigh Barracks, 1318 North Road, Oakleigh South Vic 3167

Attention: Gus Allen

Email: raeme.sec@nex.net.au

Secretary

RAEME Association NSW Inc

PO Box 463, Moorebank NSW 1875

Attention: The Secretary

www.raemensw.com

secretary@raemensw.com

Secretary

AEME/RAEME Association (ACT)

C/- 5 Barnes Place, Charnwood ACT 2615

Attention: Mr Lyell Wedd

<http://members.austarmetro.com.au/~Lwedd/raeme/>

Secretary

RAEME Association (Qld)

PO Box 11, Cannon Hill Qld 4170

www.raemeqld.org

Secretary

AEME/RAEME Association SA Inc.

C/- 52 Pimpala Road,

Morphett Vale SA 5162

Attention: David Turner

Secretary

RAEME Association WA Inc.

PO Box 186, Bayswater 6053

Attention: John Curtis

RAEME Association of Tasmania Inc.

Steven. M. Wilson

Training Warrant Officer

6 Logistics Support Squadron,

2nd Force Support Battalion

Tel: (03) 6237 7518 Mobile: 0417 506 870 Fax: (03) 6237 7453

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106 Field Workshop RAEME Association Inc.

11 Marri Street

ASPLEY, QLD, 4034

Secretary Phillip Bond

Vice President/Secretary

RCEME Association

C/- RRI Stella Amherst Island,

Ontario Canada KOH2S0

Attention: Mr Rick Morgan

Secretary

REME Association, Regimental Headquarters REME

Issac Newton Road, Aborfield Reading,

RG29NJ UK

Attention: Capt G.M. Anderson RL

association reports



RAEME Association of New South Wales

It is with absolute delight that I write my report to be published in *Craftsman*, as it will be the first time my words will be printed in a well read and respected publication. In February 2006 I was elected (volunteered by others) to the position of Secretary of our Association and must say that I am very proud of the privilege.

Association membership remains reasonably static at approximately 355 members plus associates. I am sure that all Corps members would be aware that membership to our Association is available to all of our RAEME family, and we also welcome as associates, members from any kindred organization.

Since my short term of being volunteered it has been pleasing to receive many emails from members but also from their families seeking a variety of information not only about the Corps but many various other matters which I believe shows that the brotherhood of RAEME remains strong. It is this damn internet that is causing my headaches in that incoming correspondence needs to be answered.

I must say that our webmaster Craig Mahoney has created a fantastic portal for communication and I strongly urge those that haven't as yet accessed our Association's website do so and experience the BUZZ (turn on the sound before you enter) www.raemensw.com

Like our brother, or is it sister, RAEME Associations in other States we hold various social functions which have all been well attended and of course typical RAEME ribbing, reminiscing, added to the function.



RAEME Association NSW Committee at the last management meeting in June 2006. In the picture clockwise from left is, Michael Wilkinson (VP), Chris Jones (Editor), Lee Housman, Brendan Robertson (Auditor), Bob Joseph (Treasurer), Graham Burgess, Shirely Burgess, Harry Cole, Joe Culican, Fred Jolly (Public Officer), Barry McFayden

Our Association has been PRIVILEGED with the HONOUR of parading the Prince Philip Banner in the Sydney Anzac March 2007.

We extend an invitation to all RAEME ARA, ARES, retired personnel and those attached to other units to form behind the Prince Philip Banner and march with the Association in Sydney on Anzac Day 2007. Those who wish to join us, we kindly request that you either email the Secretary at secretary@raemensw.com or phone (02) 9522 2688 (my office number) giving contact details which will be registered for future coordination and updates.

After much searching, lobbying etc all those things that RAEME personnel do, our Association was successful in obtaining the Red Room at the Bowlers Club NSW York Street Sydney for our exclusive use with our own independent bar facilities, at club prices, for the reunion after Anzac Day 2006. We have been once again afforded this privilege for Anzac Day 2007 and all of our RAEME brethren and their families are welcome to attend the reunion which will be catered for by a buffet lunch, costs to be advised.

The Association's next AGM will be held on Saturday the 24th of February 2007 at Burwood RSL commencing at 1000 hours and all members guests are encouraged to attend.

It is with deep regret that our RAEME family was informed by our long-standing President, Michael O'Donohoe, that he would not stand for re-election at the next AGM 24th February 2007 due to ill health.

Michael had served RAEME in CMF/ARES for 19 years and has been with our Association since its reactivation in 1972, serving as Junior VP 1977 – 1981 and as Senior VP 1981-1994 and as our well respected President from 1994-2007. We wish Michael well, and thank him for his many years of service to RAEME

Our Association looks forward to our RAEME brothers and sisters joining us for Anzac Day 2007 to march behind the Prince Phillip Banner and the 50 uniformed guard of honour.

*Arte et Marte
Ivan Grasis
Secretary*



Brigadier David McGahey &
Michael O'Donohoe



Report from RAEME Association of Tasmania Inc.

Greetings everyone from the Apple Isle,

It has been twelve months since I last reported on the progress of the RAT, and I am pleased to pass on that our Association continues to grow. In our last twelve months we have achieved the following;

- Our Association constitution has been ratified and signed of,
- Introduced a quarterly RAT newsletter,
- We have held our inaugural RAT dinner, and
- We are now on line on the internet.

Since my last report we have had the honour of hosting the Colonel Commandant Tas/Vic, Colonel Terry BEATON. Firstly at our RAEME birthday last year and more importantly as our official guest at our inaugural RAT dinner which was held at the Claremont RS&LA on the 24 June 06.

I would like to point out that we as an association truly appreciated both visits, leading up to this I believe it may have been well over ten years since a COLCOMDT last visited the apple isle.

We are also hoping that the COLCODT and his wife will once attend the RAEME birthday in December and re-visit Rollies legendary "shed".

RAEME day of Remembrance

You no doubt would have read in the winter 2006 edition of the RAEME Craftsman on the inaugural "RAEME day of Remembrance" which was held outside the 6 LSC workshops, which involved the laying of the wreath at the memorial Piston. Twenty-six members attended this important day, which was followed by beers and nibbles at the Glenorchy RSL. There are photos of attending members at the end of this report.

Inaugural RAT Dinner

On Saturday the 24 June 06 we held our inaugural RAT dinner at the Claremont RS&LA. Forty-one members and partners attended the dinner. The night was no doubt an outstanding success, the highlight being the attendance of the COL-

COMDT and the PowerPoint presentation of the history of RAEME in the apple isle, prepared by our "Historian" John "Lurch" Lennox.

A special thanks to our sub-committee Paul "Pop" Barrett, Fred Ratcliffe and Dave "Shack" Millhouse.

Internet site

We have just recently come online on the internet, our address is www.raeme.tas.asn.au Feel free to access our site.

Finally if anyone is considering holidaying on the apple isle, don't hesitate to contact the RAT. Our details are on our web-site.

*Arte et Marte,
Russell Clark
President
RAT's*



Memorial Piston



RAT members at the inaugural Day of Remembrance 26 January 06



Inaugural RAT Dinner Saturday 24 June 06

association reports

Reports from RAEME Association (Vic) Inc

It is with much sadness I report the passing of our esteemed Vice President and Life Member William Maxwell (Max) Moore at Cabrini Hospital Malvern on 7th September after a brief illness. Max has been and will continue to be very sadly missed by all his friends and associates and particularly by our Association.

Max and I go back well over 40 years and I am sure there are many people who have known Max for much longer.

Max was a "doer" and very little if any thing at all was a trouble to him. His old saying "it is not a problem if it can be fixed" will always be in the back of my mind!

Max did so much behind the scenes for our Association apart from the merchandise he ordered, handled and delivered. His input to our newsletter, the sourcing of material, address labels, the printing and the posting.

Who printed the flyers, menus and much much more? - MAX!

Max's funeral was attended by several hundred as would have been expected including BRIG Dave McGahey who was there to represent the Corps a great honour to our old friend.

During our recent weekend away I presented a framed Charter to Andrew Turner, President of our new Chapter at Bandiana, at a barbeque arranged by them at South Bandiana in the presence of MAJ Anderson representing HOC.

There are two more presentations still to take place for our other two Chapters.

The Seymour Chapter presentation will take place at The Seymour Club on Wednesday 29th November and for the RAEME Vietnam Southern in the new year.

Congratulations to the steering Committees of these Chapters for the work they have done to get them up and running.

Peter Cartledge

President

Arte et Marte

Bandiana Chapter receives charter

Tresident Peter Cartledge presented Bandiana Chapter President, Andy Turner, with a framed copy of their Charter at Bandiana on Sunday 5 November 2006. Charter had been formally granted on 8 May 2006 but a social occasion was appropriate for the presentation. A bus load of RAEME Association Victoria members who were on their annual bus tour visited Bandiana for the occasion giving the president an opportunity to make the presentation. A BBQ was held in the Memorial Park near the RAEME Craftsman Memorial opposite the Army Museum Bandiana and the two groups got to know each other a little more. State President, Peter Cartledge said it was an example of the Association serving more widely into country Victoria. Chapter President, Andy Turner, said it was the start of a new, inclusive era where the

camaraderie of RAEME is available to all who ever wore the badge whether in war or peace; serving or retired; regular or reserve.

Maj Graham Anderson, RAEME SO2 Heritage spoke and congratulated the two presidents on their achievement and passed on the regards of the DHOC LTCOL Andy Adams. Congratulations were also received and read out from our Colonel Commandant COL Terry Beaton.



RAEME Graduates

RMC December 2006



LT Shane Cadan
4 Fd Regt



LT Brooke Cartwright
ASEME



LT Luke Crow
171 Avn Sqn



LT Sam Hattar
3 CSR



LT Peter Jarvis
8/12 Mdm Regt



LT Simon Neilsen
1 Fd Regt



LT Gareth Pihl
2 Cav Regt



LT Gary Thompson
7 RAR



LT Brett Aramini
LTS ADFA



LT Liam Cunningham
LTS ADFA



LT Steven Gavshon
LTS ADFA



LT David Horder
LTS ADFA



LT Chris Porada
LTS ADFA



LT Lon Rose
LTS ADFA



LT Chris Stark
LTS ADFA



LT Adam Toombs
LTS ADFA



LT Meng Wang
LTS ADFA



LT Michaela Whitford
LTS ADFA

vale

Vale Captain Paul Lawton

Captain Paul Lawton from the LAND 907 Tank Program was escorting the first shipment of Abrams tanks to Australia. While on board the vessel in transit, CAPT Lawton became ill and passed away on 31 August 2006. Paul's funeral was held in Melbourne on 12 September with full military honours. Paul is survived by his partner, Catriona Campbell, his daughter Chia Louise, mother Denise Lawton, a brother and three sisters.

Paul joined the Australian Army on 10 January 1990. He completed basic training at Kapooka in April 1990 and was allocated to the Australian Corps of Signals where he completed initial trade training then proceeded on posting to 103 Signal Squadron. In 1991 Paul completed training as a Technician Telecommunications System and was reposted to 103 Signal Squadron. After attending 12 months LTS at the School

of Army Education, he was posted to 139 Signal Squadron before attending RMC in 1994. After commissioning, Paul made his old blue tray back ute familiar to Lavarack barracks by having postings to 3 BASB and 4th Field Regiment respectively. His enthusiasm for discussion after 'Stand Down' was legendary whilst serving as the Battalion Support Group FRG commander.

Paul entered the Australian Defence Force Academy in 1999 as a long term student, graduating as an engineering officer in the Royal Australian Electrical and Mechanical Engineers. Paul joined LAND 907 in 2004 as the Maintenance Plans Officer for the new main battle tank.

Paul was known by all who worked with him as a highly professional and dedicated officer who will be sorely missed throughout the Corps.

Arte et Marte



Vale William Maxwell Moore "Max" 10/7/1936 – 7/9/2006 Aged 70 Years

Words are few, but thoughts are deep,
Memories of you are ours to keep.
A life made beautiful by kindly deeds,
A helping hand for others needs.

Big was your heart, your friendship true,
Loved and respected by all you knew.
We speak of you with love and pride,
We smile through tears we cannot hide.

Thank you for the happy memories
shared,
The love you gave, the way you cared.
You've left a space no one can fill,
We miss you now, and always will.

(from Max's Funeral Memorial Card)



"Sadly forgotten"

By COL Terry Beaton

On ANZAC Day 2006 at the War Graves Cemetery at Kanchanaburi, Thailand – the dreadful loss of eighty four (84) AEME POWs who had died from disease, starvation and brutality either during or after construction of the infamous Burma Railway, was finally remembered for the first time in 61 years with the laying of a wreath on behalf of the Corps. The most poignant line of the "Ode of Remembrance", which too many take for granted, unless you yourself have lost mates following warlike combat, is "Lest We Forget". Unfortunately the inhumane destruction of these 84 men's lives, had been forgotten by the Corps, until now, and does not even rate a mention in our comprehensive Corps History written by Theo Barker.

When I graduated into the Corps in 1974, the focus of training was still directed to Counter Revolutionary Warfare (CRW) following our involvement in Vietnam. Though at Corps Training Wing at RTC during my YO's (Young Officers) Course, we still learnt from Army pamphlets written after WW2 preaching Continental Defence and the doctrine of RAEME in the "Paddock", with clear and distinct lines of repair and recovery stretching back from the FEBA. Yet at no time did we ever deal with our own Corps History beyond the superficial look at how the Corps evolved from the sands of the Middle East. It was not until 1992 with the publication of our first official Corps History that I finally learnt about the decimation of the Corps between WW2 and Korean Wars. I certainly did not appreciate that casualty numbers actually represented individual lives until my involvement with the Burma Railway. Moreover, it helped me to realise that the "true" victims of war are not actually the dead, as they have walked to the white light and have no more worries, but instead it is the survivors and their families who have to live with the effects of war for the rest of their lives. This was brought home by the wife of an ex-POW who said "Terry, have you ever heard a man scream in his sleep and wake in a sweat soaked bed". A

story that I have heard repeatedly from wives of Vietnam Vets and peacekeepers.

In hindsight, I now realise that our Corps is like a Victorian policeman – essential, yet nobody really wants them until their house is robbed or their life is threatened! Likewise operational planners in Canberra rarely think about maintaining the essential equipment required to conduct operations. If they did, RAEME numbers in contingents would be more realistic to support the equipment deployed. Similarly when the accolades are being handed out at the end of a warlike activity, it is always the Arms Corps that get the public recognition with little acknowledgement going to the Logistic Forces which support their sustained operations. Similarly the same applies to recognition of the dead. For years I have watched Battalion Association after Battalion Association march on ANZAC Day and numerous Battalion Associations lay wreaths at Kanchanaburi, but until the Inaugural "RAEME Day of Remembrance" this year, I had never seen a wreath laid or small memorial crosses erected by a Logistic Corps to specifically remember those members who had lost their lives.

To put things into perspective, according to Theo's History only six (6) RAEME personnel died during our entire nine year involvement in Vietnam following LT K.J. Beatty visit (9-17 Aug 63) from AAF (FARELF) in Malaysia. Yet in only a three year period spanning 15 Feb 42- 16 Aug 45, eighty four (84) AEME POWs died either in Thailand, Burma or Japan slaving for the enemy. This figure does not take into account those that died as POWs under the Japanese in Borneo and Ambon with the capture of 75, 88 and 104 LADs attached to "Sparrow Force". Sadly, few if any POWs on "the line" even knew that they were members of the new Australian Corps of Electrical and Mechanical Engineers (AEME) as they were captured with the "Fall of Singapore" on 15 Feb 42, before any official Corps re-badging had taken place. As such, only AEME personnel posted to Ordnance Wskps and LADs have been subsequently re-

buried in War Grave Cemeteries under our Corps' identification. Armament and specialist tradesman on Battalion and Artillery Regiment establishments may still have been re-buried under their parent unit's Corps identification, thereby reducing the actual number of our Corps who died as POWs. When comparing the total number of Corps deaths with the ratio of AEME personnel in Ordnance Wskps and LADs to the WW2 establishment of 1200 for an Infantry Battalion, it doesn't take a genius to realise that our Corps's prorata death rate of POWs was equivalent if not higher than that for the Infantry. Yet until this year, sadly these men had been forgotten by their own Corps.

Appropriately another member of our ANZAC pilgrimage group this year was a 84 year old WW2 AEME Veteran, named Doug Brazier. CFN later Acting SGT (Instructor) Brazier had served in the Islands with 113th Aust Bde Wksp. which was a Victorian raised unit with the majority coming from the Geelong area. During an informal service beside an original open grave in the "Cholera Hill" Cemetery at Shimo Sonkurai, where 152 Aussie had died during a cholera epidemic in Jul 43, Doug broke down as he realised only three of the 120 from his own WW2 unit were still alive. Although very honoured to have laid the first wreath on behalf of the Corps in Kanchanaburi and subsequently at the Thanbyuzayat War Graves Cemetery in Burma on 1 May 06 – where the majority of AEME POWs are buried – my greatest memory however, is having Doug stand alongside me as we jointly laid poppies on some of the numerous AEME graves in both cemeteries. Sadly however, for 14 of our dead there is no known grave as the single greatest known cause of death was "drowning at sea" when the Rakuyo Maru was sunk by US submarine Sealion on 12 Sep 44 in the South China Sea on it's way to the coal mines of Japan. Having just survived the rigors of the Burma railway these men lost their lives from so-called "Friendly fire".

"Lest We Forget"

article

Hello to all the Brethren from the TG 633.7 guys. Well this will be the first and last newsletter article from the current rotation as we are heading home after five months. Not that we have been counting.

Well besides the Air RAEME we have a few "Real" RAEME here and a number of X-Appies. Last count there were eight Appies around starting from the Big Boss to pilots and down to some of the current members of RAEME, Sigs and Engineers. The Appies are still going!

Leading the Bearded clan or the "Real" RAEME is "Rock (Wisdom spot)" Bryant and the fellow Fitter "Jon (I wish I could grow a beard)" Cooper who has been doing all the work while Rock has been lying around after he got into a fight with a piece of sheet metal and nearly lost a leg, (and ol' lefty). At least that's what he's telling people, just for the sympathy.

Our lonely Greaser "Andre" (Homeless guy from Happy Gilmore) Frichot who has been busy with new Moofy cars coming in and old cars scraping out. Now that the rain has started, wind-screen wipers have formed a resistance and are recruiting for a stop work meeting.

The new boy on the block is Gary "Legs" Leggett the lonely leccy here under the FLLA-AFG. He is still working out what to do but I am sure he will find his legs soon and will be at the Gym with the rest of the boys.

That brings us to other RAEME members these being "Dave (your workshop

is coming)" Poulsen who has been busy in a Loggie role which is now part of the FLLA -AFG. Getting buildings built and keeping the camp running is Dave's general jobs. Next in line is "Dave (I will do the next sheet metal job)" Packer who is keeping the Big Boss busy and still can not believe the antics of "Bloody" Apprentices.

Over a Coffee (at one of the 3 coffee shops here) a plan was made for the (ground) RAEME to put in a minute to grow/wear a beard and after a lot of planning and investigation (we actually looked in ASODS) a minute was produced. So with baited breath the minute was put in and the approval came through a couple of weeks later. So shavers where thrown out and cheesy looking beards where in. Much to the disgust of all other members of the TG who did not get on this scam earlier.

3 Months work

As you can see from the photo every ones beards are fighting strong, except Coops. Dave's beard is probably winning (if it was a competition, which it's not) but still a commendable effort. Rock is looking wise as always and Andre still looks homeless.

Some of the reasons to grow a beard, we gave, are as follows:

- a. my wife is not here to nag me about growing a beard;
- b. it is also a statement that the real RAEME brethren is strong and will not fold under pressure from other areas;

- c. I want to see how I would look with a beard;
- d. I want to change my appearance;
- e. it suits my personality;
- f. I want to look older;
- g. I want to look more distinguished;
- h. growing a beard is a family tradition;
- i. it is something that women can not do;
- j. growing a beard would help me feel more confident, therefore would allow me to perform better in the stressful conditions in which we are working;
- k. in the spirit of "a fair go" I would like to give the bottom half of my head the opportunity to experience bed hair;
- l. at high school, I was the president of the Viking association, I was too young to grow a beard at the time, so I would like to grow one now in memory of my youth;
- m. in the interest of workplace productivity, if I did not shave I would be 10 minutes earlier to work;
- n. to create a more obvious difference between real RAEME and RAEME aviation apart from our superior skills and lack of skirt;
- o. to provide protection from the elements when working outdoors; and
- p. it would really annoy everyone else that they did not get on to this request earlier.

So from all the TG 633.7 Guy's
ARTE et MARTE
See you back in OZ

RAEME Miniature Banner Limited Release



To celebrate the 20th Anniversary of the presentation of the Prince Philip Banner, the Head of Corps has commissioned a limited edition framed banner miniature.

Each miniature will be individually certified and numbered.

Size approx 320x370mm. Cost \$190.

Order forms are available from Major Graham Anderson, SO2 Heritage-RAEME, HOC Cell, Latchford Bks BANDIANA, Vic, 3688;
graham.anderson@defence.gov.au; Ph: (02) 6055 4308, Fax: (02) 6055 2436

"Crafty Moments – What's in a title?"

by Corps Historian

What's in a title? To some – nothing!!; to others – everything!! The critical element is having a "personal affiliation" with a title! How many people consider that in WW2 39,366 enlisted Australians died initially fighting the fascist dictatorship of Adolf Hitler's Nazi Government and not the German people; – especially as a greater number of German Jews died under Hitler's Gestapo. The Australians died fighting to secure the democracy we continue to enjoy and most civilians take for granted. That democracy gives all Australians the right for "freedom of choice". A toast to 'The Queen' will therefore have little or no significance for an avid Republican, yet to a Monarchist or ADF personnel, it is given high esteem.

Dealing with the title of the painting, in "Craftsman of The Australian Army" Theo Barker stipulates "The inscription on the work reads *AFV Repair in the Light Green, Vietnam November 1969 K.G. McFadyen*". In Issue No 55 of "The Craftsman" the HOC Cell published the painting's official description, which resulted in a number of criticisms from readers. As such "Crafty Moments" in Issue No 56 responded, based on the best information available at that time. It addressed the use of the term "Light Green" and that the painting was always an "artistic interpretation" done by Mr McFadyen in 1971.

An invitation to the highly successful 106 Fd Wksp Association's "Back To The Heartland" Reunion at Bandiana (18-20 Aug 06) has now established the definitive answer, due to the personal involvement of LTCOL Claude Vivian Loftus Palmer (Retd). "CVL" as he was known, was the first OC of 106 Fd Wksp (Dec 68 – Dec 69) during the unit's 3 year tour in SVN. Although "CVL" admitted that the painting is an "artistic impression", he did verify that it was based on an actual FRT repair in Nov 69 carried out by 106 Fd Wksp. He stipulated that the unit had received the "EMEFIX", because the supporting ARV and APC (F) from A Sqn LAD were in heavy contact with the enemy. A fact that was represented by

the presence of other tanks, Iroquois gunships, the disabled tank's crew commander manning his 50 cal and the depiction of running infantry in the painting. "CVL" also recalls contacting HQ 1ATF LO to arrange urgent air support, as the "EMEFIX" had requested that the tank be mobile by nightfall, as it would otherwise be vulnerable to enemy attack. As the situation was critical, time was of the essence. Whilst the unit's fitters track was deployed to the casualty, other VMs from 106 Fd Wksp unpacked, prepared and transported the Merritt-Brown transmission to the adjacent helipad. From where the Chinook collected and delivered the transmission – exactly as shown in the painting, as the artist had apparently used a photo taken at the time as a reference for his painting.

Having clarified the history, it is now important to match the painting's description with its title. Hence, a new description will be recommended to the Corps Committee to replace the current official description, which is flawed, fails to convey the tactical situation at the time and misidentifies the significant MUA. The clarification from "CVL" is much appreciated.

Officers attending this year's Corps Seminar Dinner were briefed about the title "The Royal Corps". *Crafty Moments* in Issue 56 raised the fact that RAEME was known as the "Royal Corps of Australian Electrical and Mechanical Engineers" for 23 years, until Commonwealth Gazette No 113 on 2 Dec 71 proclaimed the current designation for the acronym RAEME. However, the following subtlety behind the creation of the "Royal Corps" by BRIG F Fields and BRIG C.A Geyton, was not realised at the time of writing.

Our first DME, BRIG Fields (1/12/42-17/12/44) saw to it that when Army HQ released GRO 0578/1942 (which established the Corps) it also promulgated that:

"The official designation of the Corps will now be "Corps of Australian Electrical and Mechanical Engineers" and the abbreviated designation will be "A.E.M.E."

As such, the term "Corps of" never fea-

tured before the acronym, ie no "C". It was taken as understood. Graves of WW2 AEME POWs were therefore marked in 1946 as having belonged to the "Corps of Electrical & Mechanical Engineers", with the Rising Sun Badge not only signifying the word "Australian" but also the hat badge worn by AEME until 1948 (1). It is widely known that the Corps received its "Royal" title from King George VI in 1948. However, few will know that BRIG Geyton, as DME (18/12/44-3/2/52) had fought to have the "Royal" placed before the "Corps of" and not before "Australian", as he had insisted that AEME was a "Corps of engineers, not an engineering Corps", despite AHQ insisting that logistic bodies had to have "Corps" in their title. Hence on 31 Dec 1948, Australian Army Order 99 promulgated that the new designation would be the "Royal Corps of Australian Electrical and Mechanical Engineers". BRIG Geyton had triumphed in creating the abbreviated designation of RAEME still without a "C", yet skillfully moved the 'Corps of' from before the acronym AEME to within the acronym of RAEME (2). A title then proudly worn by all RAEME personnel, especially those who fought in both Korea and SVN. Ironically, the honour of the Corps Toast at this year's Dinner was given to MAJ Andy Turner (Retd), as President of the newly formed Bandiana Chapter of the RAEME Assoc (Vic). Andy also proudly served with 101 Fd Wksp in SVN. Consequently for the first time in 34 years, he gave the toast to "The Royal Corps". A very fitting toast as nobody can ever remove from our proud Corps History the fact that we were the only "Royal Corps" in the ADF.

Footnote: 1. The recent identification of AEME personnel buried in Japan incorrectly under the Australian Army Ordnance Corps is being investigated by the Corps Committee. It also seems that due to post-war uncertainty AEME never wore a Corps badge.

2 The only other Corps under AAO No 99 to have a similar uniqueness is the Royal Australian Corps of Signals

trade matters

WO1 David Clarke
RAEME Ground Trades Manager

Defence Force Remuneration Tribunal Submission

You should all be aware by now that the RAEME ground trade managers are currently staffing a submission before the Defence Force Remuneration Tribunal (DFRT) to be reviewed at a formal hearing in December. We have just completed the site inspection in Darwin over the period 24/25 October which went very well. The site visit gave us an opportunity to showcase the RAEME ground trades to the DFRT and demonstrate the capabilities these trades provide to Army.

We had a number of very positive comments from the Tribunal Members and other members of the inspection party on the quality of the people in our organisation (including how talented they are, "being able to operate and maintain such a diverse amount of equipment", the passion and enthusiasm for their work and their Corps, and their overall professionalism).

The representative from the Department of Employment and Workplace Relations (DEWR) said he could tell our submission was genuine from speaking to the various witnesses during the site inspection at 1 Brigade and that our case was well supported. He therefore had no issues with agreeing to our submission at the site inspection (this is only the 2nd time this has happened in 22 years). This means we have an agreed matter, meaning DEWR have no issues with our submission and will support it at the hearing. We only need to satisfy a few minor points for the DFRT. We wouldn't have received these comments without the efforts of the 1 Brigade Units and their members who assisted us by providing equipment, assistance with setting up the displays, putting on activities such as the IED incident and presenting witnesses in support of our claim to the DFRT.

I would like to thank all those members from 1 Brigade who assisted us during the Site Inspection. Despite their high operational tempo, manning shortages and the MRE the support provided by 1 Brigade was magnificent.

So what have we put forward? The biggest thing in our submission is the trade restructure that will allow us to identify the differences between ARA and Army Reserve members. When RAEME last went before the DFRT in 1994 Army had the 'One Army' concept where we did not distinguish between ARA and Army Reserve. What did this mean? Well Army Reserve members were expected to complete the same training as ARA members. This was unachievable for RAEME as most of our courses are longer than the two weeks, making them unachievable for most that Army Reserve members.

It has now been acknowledged that this system doesn't work, and we need to have different courses that allow Army Reserve members to be trained in two week blocks. It has also been accepted that these members will not be trained to the same level as ARA members. This new system will provide Army with a RAEME Army Reserve soldier who is deployable and who can provide a niche capability. For example; in relation to the present deployments, an Army Reserve Fitter Armament could be deployed to Iraq or Afghanistan to maintain the small arms

and minor equipment, which leaves the ARA Fitter Armaments to concentrate on maintaining the specialist equipment such as the ASLAVs. This new structure will offer a career path that will provide them with promotion and trade course opportunities not previously available to most of the RAEME Army Reserve trades.

So if we have two different skills sets, how do we identify the differences between ARA and Army Reserve? The answer will be through the new trade structures that we are putting forward where an employment category number (ECN) and the associated trade name will indicate the training that members have undertaken and therefore their skill set. As a result of the reduced training requirements and skill sets for the Army Reserve, there may be pay group reductions for some trades. Those current serving members affected need not worry, as we are pursuing an eight year non reduction provision (NRP). Within this NRP Army Reserve members must complete the new training courses to qualify for the appropriate pay group. Those members transferring from ARA to the Army Reserve will retain their ARA pay group until they are promoted to the next rank or have an extended period of non effective service.

The table on the next page shows how the new trade structure will work for most of the technical trades. The Mechanic Recovery works on the same principles, however it is different because the trade goes from CFN to WO1. The Artificer Mechanical, Artificer Electronics and Artificer Ground will consist of Grade 1 (ARes) and 2 (ARA).

From here, we go to the DFRT hearing on 6/7 December in Canberra. If you around after this date you should hear how we went through a special Corps release and via the Army newspaper. A detailed transition plan will be released providing the necessary guidance for the effective management of the smooth change from the current to the new structure for the RAEME ground trades.

Trade Reviews

At the same time that we are preparing the DFRT submission, we are also conducting Trade Reviews of the Technician Electrical, Fitter Armament and Artificer Ground trades. The Trade Reviews are undertaken in order to assess whether the training we are delivering at ALTC is allowing these trades to meet Army's capability requirements and to identify specific tasks performed by each trade at each rank level. The Occupational Analysis has been completed and we are now in the process of interrogating this information to shape the results of these trade reviews. Once the trade reviews are completed they can be viewed on the ALTC, Development Group webpage.

In 2007 trade reviews are being conducted on the following four trades:

- ECN 006 – Artificer Mechanical
- ECN 007 – Artificer Electronics
- ECN 229 – Mechanic Vehicle
- ECN 226 – Mechanic Recovery

ECN	Trade Title	Rank	ARA/ARes	Courses/Remarks
XXX-9	Trade title Supervisor Grade 2	SGT	ARA	Completed Sub 2 SGT (4 weeks) Completed ARA Sub 4 SGT (approx 6 weeks)
XXX-8	Trade title Supervisor Grade 1	SGT	ARes	Completed ARes Sub 2 SGT (2 weeks) Completed ARes Sub 4 SGT (2 weeks)
XXX-7	Trade title Advanced Grade 2	CPL	ARA	Completed Sub 2 CPL Completed ARA Sub 4 CPL (approx 6 weeks)
XXX-6	Trade title Advanced Grade 1	CPL	ARes	Completed Sub 2 CPL Completed ARes Sub 4 CPL (2 weeks)
XXX-5	Trade title Specialist (Note 2)	CFN	ARA	Member that has completed a designated specialist equipment maintenance course.
XXX-4	Trade title Grade 4	CFN	ARA	Member that has completed OJT (Trade Proficient ARA CFN)
XXX-3	Trade title Grade 3	CFN	ARes	Member that has completed ARes conversion training (Trade Proficient ARes CFN)
XXX-2	Trade title Grade 2	CFN	ARA	Member on OJT
XXX-1	Trade title Grade 1	CFN	ARA/ARes	Member with a civilian technical trade Certificate III
(Note 1)	(Note 1)			

Note1: Where the Trade title is written insert Fitter Armament, Metalsmith, Mechanic Vehicle, Technician Electronic Systems and Technician Electrical. Where XXX is insert the appropriate ECN.

Note2: Currently there are no specialist courses for the Technician Electrical trade and as such this trade will not be Specialist. However, as part of our current trade review we are investigating whether we need to introduce specialist courses.

If you are a member of one of these trade groups please be prepared to provide as much information as possible in the surveys when they are released next year.

Army Reserve Conversion and Subject Four Courses

As the WO1 Trade Manager for RAEME Ground Trades, I am well aware of the current issues out there in Army Reserve Units relating to the lack of Army Reserve conversion courses for Vehicle Mechanics and Subject Four courses. I am very pleased to say that the Army School of Electrical and Mechanical Engineering is currently scheduling these courses and they should commence in 2007. As these are all new courses, the lesson plans, training packages and assessment packages all need to be developed prior to delivery and that is the main reason for the delay. So for those frustrated members out there waiting for these courses, please hang in there a little longer.

For those Vehicle Mechanics out there that haven't done their military vehicle conversion training, there is a Medium GS B Vehicle Maintenance course (PMKeyS cse code 203254) being run at 9 CSSB (SA) over the period 10 – 25 March 2007.

Conclusion

The RAEME Ground Trade Managers are very confident that we will get a good result from the DFRT. We are also confident

that the information provided in the Occupational Analysis will provide us with the evidence we need to make changes to the Fitter Armament and Technician Electrical trade; as well as giving us sufficient data to support a DFRT submission for pay group placement for the Artificer Ground now that they are no longer on the common pay scale.

I would also like to thank the members from the Directorate of Military Salaries and Allowances-Policy (DSMA-P) for their assistance, guidance and professionalism throughout the whole DFRT process. In particular our Case Officer Ms Carey Burke who has worked herself into the ground to get us this far; as well as Lieutenant Angeline Lewis (RAN), the Assistant Defence Force Advocate for her assistance and professional advice. "She asked us all the hard questions about our case".

As I have said a number of times, we know how hard you are all working and the manning shortages that units are enduring. The DFRT have now seen how we do business and it is hoped that this will be recognised when they make their decision in December. We know that this will not solve all our problems but it is hoped that it goes some of the way to show you that your efforts and value to the Army has been acknowledged.

Have a well deserved Christmas break and enjoy some your time with your families.

Land 121 Project Overlander – Delivering the Australian Army's next generation of field vehicles, modules and trailers

By Lieutenant Colonel Andrew Fidge

Introduction

LAND 121 Project Overlander is one of a number of key Defence Capability Plan (DCP) projects that are of great interest and importance to the Army. Overlander is a multi-phased project that will ultimately deliver the field vehicle, trailer and module capability to replace the current field vehicle and trailer fleet. The project is timely as the current fleet of Landrover, Unimog and Mack variants is becoming increasingly difficult to maintain. Overlander seeks to provide a capability solution to enhance the effectiveness of the field vehicle, module and trailer system in wide range of applications.

The provision of ground mobility to the Australian Defence Force is a pervasive capability that directly or indirectly affects all three services and many of their capability outcomes. Army is the principal operator and beneficiary of the capability provided by the field vehicle and trailer fleet – both operationally and in the non-operational administration and support environment. Air Force has a smaller operational requirement from the ground mobility capability and has a limited dependency on ground vehicles for mobility in the support environment. Navy has little direct reliance on ground mobility for operations but benefits indirectly from the ground mobility of the other two services in joint operations.

The field vehicles, trailers and modules introduced into service under Project Overlander will provide the high levels of mobility and increased levels of protection required on the modern battlefield. The capability enables the transportation of personnel, combat and other supplies, materiel and casualties. The vehicles will also serve as the platform and prime movers for a range of command, control, computer and intelligence systems as well as for numerous weapon systems. In short, the capability is a fundamental enabler of the Army's war fighting and sustainment structure.

To support the acquisition of a modern capability based on existing Military Off the Shelf solutions; the early phases of Overlander initially sought to define the capability requirement through a series of studies and detailed analysis. This work also identified a range of capability enhancements that could sensibly be made to the current fleet to increase its effectiveness prior to the introduction of the new fleet. This rectification work is being completed under the banner of Land 121 Phase 2A.

However, the main game within LAND 121 are Phases 3A and 3B which will deliver equipment firstly to the Townsville area

from late 2009 and then to the remainder of the Army from 2012. This element of the Overlander Program is a significant undertaking and represents an investment of up to \$3 billion dollars by the Australian Government.

Scope

This paper is intended to briefly describe the background, early work and the initial phases of Land 121 before providing an update on the status of Phase 3A. It will conclude with a description of the work planned to support the introduction into Army service of this significant capability.

Early Phases

Project Overlander includes a number of early phases which were designed to either enhance the current fleet or to support the introduction of a new field vehicle, module and trailer capability. Three phases of interest are Phases 1, 2A and 2B.

Land 121 Phase 1 was approved in the 1993/94 Budget and sought to develop a comprehensive plan for the latter phases of the project through the completion of a Project Definition Study. The study was completed in the late 1990s and then reviewed in 2002 as part of the capability development work to gain Government approval for Phase 3.

Land 121 Phase 2A is a current phase of the Overlander Program and seeks to address a number of urgent capability shortfalls within the current field vehicle and trailer capability. This phase is an umbrella project for a number of initiatives which seek to rectify a diverse range of capability and occupational health and safety deficiencies.

The scope of this phase is wide ranging and the final Government approvals were made in 2002. Overlander Phase 2A is scoped to complete the following tasks:

- Acquisition of six Bulk Liquid Fuel Tankers in semi trailer configuration. This element of the project has been completed and the capability is in service with the 9th Force Support Battalion as part of the 17th Combat Service Support Brigade.
- The development and acquisition of the Heavy Recovery Vehicle capability. These vehicles replaced the existing capability which had a number of significant limitations and the initiative has essentially been completed.
- Enhancements to the cabin of the in-service Mack variants to reduce noise and other shortfalls.
- Enhancements to the Unimog and Mack variants utilised in the gun tractor role. This initiative provided personnel car-

riage and stores modules to enhance the safety and utility of the vehicle component of Army's gun detachments.

- Completing a range of safety upgrades to the Landrover fleet.

The safety and capability enhancements made to the current fleet under Phase 2A will allow it to perform its role until replacement under Project Overlander Phase 3. There was another smaller body of work completed under the Overlander banner in support of operations in East Timor commencing with the INTERFET mission. Phase 2B allocated funds to fill capability gaps arising from the deployment of equipment to East Timor and acquired a range of commercial vehicles to address deficiencies in lower readiness units.

Phase 3

The current fleet of field vehicles and trailers is ageing and becoming increasingly difficult to maintain and upgrade. Land 121 Phase 3 will address this problem by providing the Army with modern, high mobility military field vehicles, modules and trailers. The capability will take advantage of advances in automotive technology not available when the in-service fleets were acquired. These advances include increased levels of protection which are necessary for operations in complex terrain where soldiers operating B vehicles will be exposed to an increasingly lethal environment.

A key aspect of the project philosophy is to make maximum use of modularisation. Essentially, the intent is for the vehicles to provide the mobility platform with the functionality provided by purpose built modules. Examples of the type of module based functionality being acquired include mobile command posts, ambulances, bulk liquid distribution, direct fire support weapons, surveillance, flatracks and tippers. It is intended that 'military off the shelf' options will be used to the maximum extent possible – the aim here is to minimise the risks inherent to modifying existing products.

The project will facilitate the widespread introduction of integral load handling systems into the Australian Army. These systems are expected to operate in a similar manner to those of other major Western armies such as the United States and the United Kingdom. This capability will facilitate the implementation of the next generation of materiel distribution practices as land based combat service support commences a transformation to a distribution based logistic system. Introduction of flatracks will support the pre-configuration of loads in rear areas for delivery forward and will support desired increases in the velocity of the distribution system. The use of integral load handling systems is commonplace in Industry and with a number of our potential allies. The use of ISO footprints has clear advantages in maximising the effectiveness of strategic transport assets; vehicle based integral load handling will mean that these containers can be handled effectively within an operational theatre. The capability enhancement provided by Land 121 will be a key enabler for an improved distribution system and increased interoperability.

Phase 3 of Project Overlander is broken into two sub-phases:

- **Phase 3A.** This sub-phase represents an investment of up to \$600 million and will purchase vehicles, modules and trailers to equip the Army's high readiness units located in the Townsville area. This includes the units of the 3rd Brigade, 5th Aviation Regiment and the 10th Force Support Battalion. This phase also replaces the field vehicle capability in selected RAAF units at RAAF Base Amberley.
- **Phase 3B.** This sub-phase seeks to replace the remaining legacy field vehicle fleet within the Army and RAAF and will

require an investment of up to \$2.5 billion. It is closely linked with Phase 3A and the decisions made during Phase 3A deliberations will have direct impact on the Phase 3B outcomes. Where Phase 3A is focused on providing a capability built to military specifications, Phase 3B will include consideration of commercial vehicles – particularly for lower readiness units.

Much work has been done over the last few years to progress the project to its current status. The most significant recent milestone was the release of the Request for Tender (RFT) to Industry in December 2005. The RFT asked Industry to respond with solutions to defined vehicle, trailer and module variants required for the capability. The RFT was structured in three segments which are described in the following paragraphs.

Medium/Heavy Capability Segment. The industry responses to this component will be assessed for their suitability to provide a capability solution to replace that currently provided by the Unimog and Mack variants. The system will embrace modularisation, integral load handling systems and modern vehicle design characteristics. This part of the new field vehicle, trailer and module system will also introduce a fifteen tonne payload high mobility rigid truck for use in the distribution system. This will complement the five and ten tonne variants being acquired to replace the in-service Unimog and Mack. All ten and fifteen tonne trucks will be fitted with an integral load handling system. This tender was released to a shortlist of military vehicle manufacturers.

Light/Lightweight Capability Segment. This segment replaces the capability provided by the in-service fleet of Landrover 110 variants. Again, it is intended that the fleet make maximum use of modularisation for enhanced operational flexibility and better fleet management outcomes. The vehicle will be the transport platform and the module will provide the required functionality. Module replacement will be a simple task allowing commanders to quickly re-role vehicles should this become necessary. This component was released as an open tender.

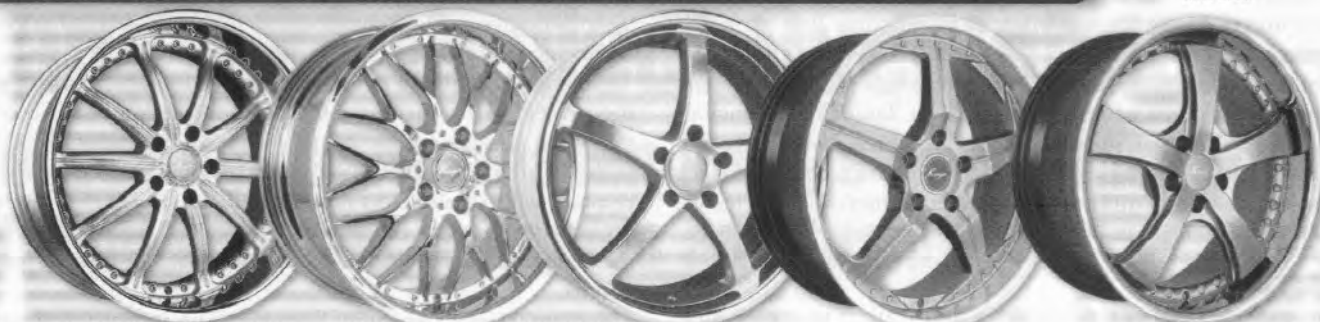
Trailer Capability Segment. One of the philosophies of the project is that all vehicles will be designed to tow a purposely matched trailer. This is intended to address shortfalls experienced with the current fleet where problems such as under-powered towing vehicles and mismatched tyre tracks exist. This tender was structured to encourage the production of the trailers in Australia.

The structure of the RFT is intended to maximise the commonality within the next generation of vehicles to simplify the operation and management of the system. This will mitigate some of the problems associated with the current fleet which was acquired using a piece-meal approach. Each individual acquisition was well managed but the separation in time led to numerous and sometimes incompatible variants. Land 121 has the advantage of being able to maximise commonality throughout the entire fleet and to ensure that sub-systems within the capability are matched effectively. The Overlander Program seeks to mitigate capability management problems by developing strategic agreements with equipment suppliers.

Current Status

The tender submission period has now closed and the detailed evaluation of each Industry response commenced in July 2006. Getting the RFT documentation prepared and released in Dec 2005 was a significant milestone in itself and testament to the hard work of Defence Materiel Organisation (DMO), Capability Development Group (CDG), Army and Air Force

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18X8, 19X8

INOX IMAGINE
18X8, 19X8, 19X9

SLIDER
18X8, 19X8

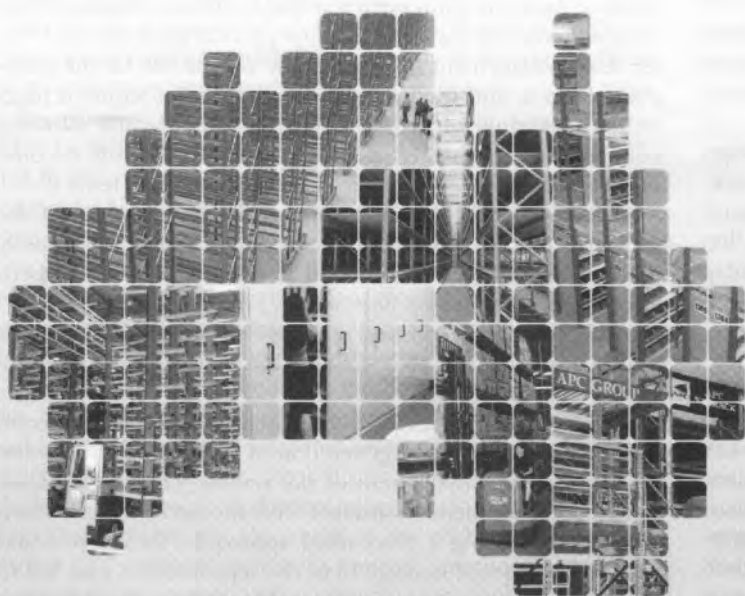
INOX BLITZ
18X8, 19X8, 19X9

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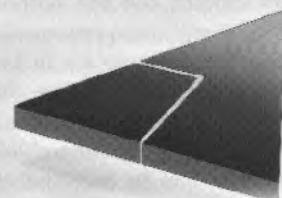
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staff. The evaluation of the Industry responses is a large undertaking for the project due to the significant detail required in the responses. Each response will be evaluated against strictly controlled criteria to ensure that there is consistency and fairness at all times. The entire process is subject to a rigorous probity framework to ensure that the evaluation is accountable and fair. This process will take some time and is a key precursor activity to Second Pass Government approval which is planned to occur in 2007.

Phase 3A currently sits between First and Second Pass Government approval. The process for the approval of Major Capital Equipment projects is described in detail in the Defence Capability Development Manual 2006. Whilst there are a number of mandatory tasks, the process of developing, releasing and evaluating the RFT is one of the most significant activities between First and Second Pass. It allows Government to consider tender quality data when making decisions about funding DCP projects. In the case of Phase 3A, the conclusion of the evaluation will allow CDG to prepare and staff the Second Pass documentation through the various Defence committees and then finally to Government.

The roles and responsibilities of CDG, DMO and Army will change as the project progresses in time. CDG currently has the lead as it progresses the project through to Second Pass approval by Government. DMO is actively engaged in evaluating the tender responses and will be the key agency supporting the capability delivery and its subsequent in-service management through until disposal. All of the agencies involved in the project are committed to the best capability outcome.

Army is committing significant resources and staff effort to the introduction of the Land 121 capability. A Capability Implementation Team consisting of a Lieutenant Colonel, Major and Warrant Officer Class One has been established within Army Headquarters to coordinate the Army input into project. Army has been invited to provide input into the tender evaluation process and this support is generated across a wide cross section of Army's commands, formations, units and schools. The Chief of Army is actively involved in the project governance framework and Army personnel fill key Overlander positions in both CDG and DMO. In short, Army is actively involved in all aspects of Project Overlander.

Future milestones

Project Overlander has been an active project for many years with each phase seeking to improve various aspects of the field vehicle and trailer system. Clearly, Phase 3 represents the largest capability investment of the Overlander program and is, in fact, one of the largest projects in the DCP. The majority of the analysis has been conducted, the current fleet has undergone some enhancements to ensure that it remains fit for purpose and the replacement of the existing capability is now well underway.

As indicated, Government will next consider Phase 3A of the project in 2007. Second Pass approval will set the path for the first delivery of vehicles to the high readiness units of the 3rd Brigade from late 2009. The period between approval and delivery will be a busy time with the full range of compliance evaluation and contractual processes to be completed by the DMO. The introduction of this capability is not a trivial activity and Army is working closely with DMO and CDG to develop a robust plan to ensure that all aspects of the Fundamental Inputs into Capability are addressed. Currently there is a strong focus on the planning for training and the mechanics of issuing new equipment and withdrawing the legacy fleet. Work is also under-


way to complete the development activities necessary to ensure that there is a strong doctrinal framework to support the enhanced field vehicle, module and trailer capability.

There are clearly strong linkages between Phase 3A and Phase 3B. Second Pass approval for Phase 3B is scheduled in the window 2009 – 2010. All of the planning and analysis conducted for Phase 3B is being done with a view to replicating, where appropriate, the Phase 3A processes. The lessons learned from the Phase 3A implementation in the Townsville area will be incorporated into the plan for rolling out the capability to the remainder of the Army from 2012.

Conclusion

Some might say that Project Overlander has been a long time coming and it is true to say that a number of the smaller phases of the program have been active for some time. However, the significant capital investment required to replace the current field vehicle and trailer capability has not been approved by Government and programmed in the DCP until now. Over the last few years, significant research and analysis has been completed to define the requirement and this has now been released to Industry for them to offer back a capability solution.

The task ahead now is to evaluate the responses from Industry and to then complete the full range of required testing and contractual tasks. This will set the framework for the operation of the next generation field vehicle, module and trailer capability that will be in service for at least 15 years. Fielding of the capability is planned to commence in the 3rd Brigade in late 2009. This will be the most visible representation of the work conducted cooperatively by CDG, DMO and Army. At this time much work remains to be completed to fully roll-out the capability. However, Army is well on the way to having a significantly enhanced field vehicle, module and trailer capability for use on the modern, increasingly lethal, battlefield.



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Readiness and availability of Land Materiel

What gets measured gets improved

Lord Kelvin

Introduction

The 2005 MAS¹ annual report highlighted Army vehicle 'availability' at about 20% since 1997. A recent study on Iraq-deployed ASLAV, done by hand by an enthusiastic EME member, showed 'operational availability' at about 80% for the duration of his deployment. Yet DMO is unable to calculate availability for the same deployed vehicles because all 1500 MMM work orders in the period have incomplete information. What does all this mean? Why is the MAS result so different to the operational example, and why are the MMM work orders incomplete? Are they measuring the same thing? All EME personnel need to understand the concepts of readiness and availability in relation to land materiel.

Aim

The aim of this discussion paper is to explain: Materiel Readiness and Operational Availability; why they are important to you; how to measure them; and what data is required.

Readiness

Readiness denotes a force's ability to undertake military operations. This paper proposes that readiness of materiel relates to its functional state. Army uses useability codes (ie FF, RU, BY, XX) to reflect various functional states, and these codes convey technical integrity, but not necessarily 'availability'. So, under this definition, MAS has historically been measuring readiness – not 'availability' – for each major class of land materiel. Materiel Readiness is one measure of materiel health and is discussed on this page.

Availability

Equipment is unavailable (and experiences 'down-time') during the periods: from critical failure until repair (BM); during repair of non-critical failures (UM); during scheduled maintenance (SM); or during any period when equipment is deemed not ready. Equipment down-time includes time waiting for recovery, parts, tools, personnel or facilities; actual spanner time; knock-off time including nights, weekends and holidays (an Army's materiel is on-call 24/7); and administrative time including data collection and entry. Typically, maintenance is a small component of land materiel's down-time.

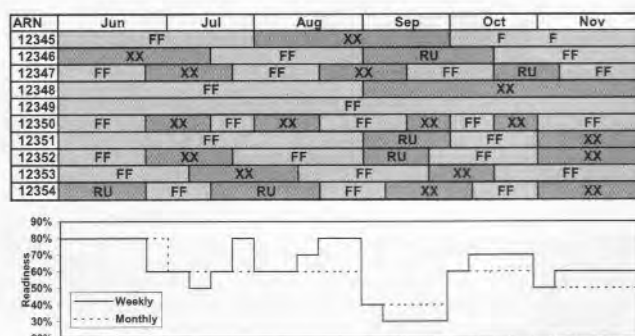
Operational Availability (A_o), a specific form of availability, reflects the amount of in-servicelife that materiel is *available* for use. It is a measure that considers **all** equipment down-time. It is harder to measure than readiness as it requires more information and data analysis, and so should only be measured for major Parent Equipment (eg vehicles, generators, artillery). Useability codes recorded in MMM do not reflect equipment down-time (eg equipment remains FF, yet is unavailable, during servicing) and MMM does not maintain historical records of changes to the code; however, MMM can record down-time using existing Work Order fields. A_o can be measured based on this data. A_o is discussed on page 3.

Materiel Readiness

The proportion of materiel at a specified functional state.

Proposed definition

Materiel Readiness is a fundamental Measure of Effectiveness (MOE) for all Parent Equipment because it is a measure of current functional capability. In our context, readiness is the proportion of materiel at a desired useability code. Useability is 'counted' by hand (eg by MAS), or by running MMM reports. How frequently it is counted affects the results because useability cannot be tracked continuously over time. So measuring it monthly will be less accurate than measuring it weekly. Materiel Readiness does not reflect the proportion of equipment life spent unavailable, but simply the percent classified functional at the time of measurement. To illustrate:



How is it measured?

Materiel Readiness may seem intuitive at unit level ("9/10 Unimogs FF today"), but the ADF must be able to track readiness at all organisational levels. The ADF needs and has a better way:

- **Maintainers:** keep useability codes up to date in MMM.
- **Leaders/Managers:** use MMM's misnamed "Operational Availability Report" to calculate Materiel Readiness at your organisational level.
- **Leaders/Managers:** measure regularly, monitor trends, report and repeat.

Why bother?

- Supports decision-making/planning/tasking at all levels.
- Helps highlight systematic issues, including resource gaps or extraneous tasking.

Measure it, report it and it will improve!

Operational Availability

The percentage of in-service life that the system(s) is in an available state.

Adapted from the Defence Glossary

Operational Availability (A_o) is a fundamental MOE for major Parent Equipment because it is along-term measure of down-time. A_o inherently considers all inputs to down-time, including:

- how and how much a fleet is used (usage);
- how often equipment fails (reliability);
- how long equipment takes to repair or service (maintainability); and
- all the administrative and logistics delay time experienced by the fleet.

How is it measured?

A_o is currently not measured (except for one-offs like the Iraq-deployed ASLAV example), so the ADF has no quantitative measure of down-time, let alone the ability to compare down-time with spanner-time. The ADF needs and has a better way:

- **Maintainers:** create only one MMM Work Order for each down event, and accurately complete the maintenance work-hours and the following MMM fields:

Maintenance type	Start of down-time (date and time (D&T))	End of down-time
Breakdown Maintenance (BM)	Maintenance Request (EMEFIX) Raised D&T	Call Out D&T
Unscheduled Maintenance (UM)	Arrived Workshop D&T	Call Out D&T
Scheduled Maintenance (SM)	Arrived Workshop	D&T Call Out D&T

- **Fleet Managers:** run a CorVu report to calculate the total length of these down-times for a select fleet (eg all Unimog) over a selected interval (eg 6 months to 30 Nov). Use the total down-time to calculate A_o for the interval. To illustrate:

ARN	Jun	Jul	Aug	Sep	Oct	Nov
12355	FF	BM	FF	BM	FF	SM
12356	FF	BM	FF	UM	FF	FF
12357	BM	FF	SM	FF	SM	UM

$$A_o = \frac{\text{UP TIME}}{\text{TOTAL TIME}} \times 100 = \frac{\text{TOTAL (3 vehicles x 183 days x 24 hours)} - \text{DOWN (4200 hours)}}{\text{TOTAL (3 vehicles x 183 days x 24 hours)}} \times 100 = 68\%$$

[Note: down-time and total time must both be measured in hours, which also caters for short duration Work Orders]

Fleet Managers:

Measure the rolling-average regularly, monitor trends, report and repeat. If it is low, investigate and fix the contributors to your fleet's down-time!

Why bother?

- A_o is a strong measure of fleet health, as it captures all contributors to down-time.
- A_o is the agreed MOE between AHQ and DMO.
- Measuring A_o facilitates fleet management, especially when trended against \$ and usage.
- Measuring A_o provides benchmarks for new capability.

Measure it, report it and it will improve!

Usage

Usage rates put Materiel Readiness and A_o in perspective of current ADF tempo. Usage is probably the single most fundamental measure required by Fleet Managers. Want to rotate fleet? Want to order spares for next year? Imagine doing this for fleets of major Parent Equipment when you don't know their annual usage. While usage capture in MMM is typically not an EME responsibility, EME personnel can help improve the quality of usage data across Army by understanding its importance to asset management and encouraging its correct capture.

- Encourage a usage-capture culture in your organisation – if your unit is not doing it well, shake the tree!
- Ensure that the most appropriate usage measure (eg km, operating hours or effective full charges) is being used.
- Learn the MSO400 – Operating Statistics screen of MMM, and help the operators if they need it.

Conclusion

Materiel Readiness and A_o are fundamental indicators of materiel health. By focusing on MOEs that are easy to calculate, are repeatable, use limited data, yet give strong overall indication of materiel health, the ADF will become able to gauge and improve the health of its materiel, and consequently improve ADF capability. Monitoring and improving Materiel Readiness and A_o will also bring significant benefits to all personnel through better allocation of resources, optimised allocation of repair parts and quantifiable justification of workforce changes.

Tracking and reporting Materiel Readiness within units will empower EME personnel to improve their unit's materiel health. Tracking and reporting Operational Availability for materiel-fleets will empower Fleet Managers to make evidence-based decisions to improve fleet-wide health. Both use functionality already inherent in MMM.

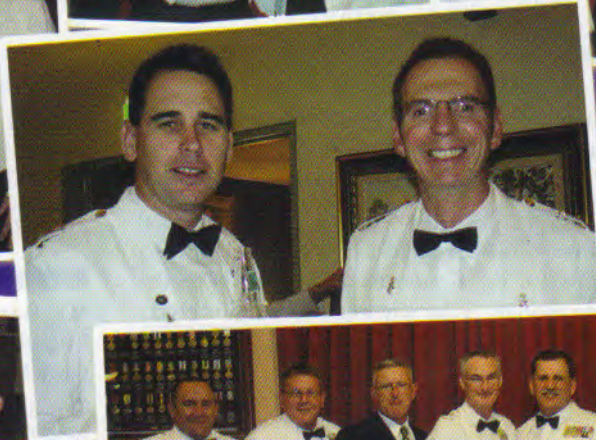
We don't need to collect more data – we should use what data systems exist now to better measure the health of our equipment. Up to date useability codes, accurate start- and end-dates for every MMM Work Order, and regularly updated usage information are the key data to allow materiel health measurement. Do the basics very well, the rest will follow.

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* Abbreviations in common use have been used throughout for brevity.



RAEME Corps Officer and WOSNCO Dinners 2006



Memoirs of an Armourer

The story contained in these pages covers the period from November 1965 until January 1968. Its main characters are the weapons we all lived with every day, the tools of trade of the Infantry Battalion of the time in the Australian Army and in particular 5 RAR in The Republic of Vietnam. It tells of their strengths and weaknesses, their design problems and defects, as well as the comforts and security they gave us.

In Holsworthy in 1965 the old 1 RAR lines well reflected the traditional weapons with which we trained and worked. The solid old wooden huts even smelt of small arms maintenance oil (OM13), linseed oil, brasso and boot polish. The principal weapons were: –

- 7.62 Self Loading Rifle (SLR). The standard issue personal weapon manufactured by the Small Arms Factory at Lithgow. An Australian version of the Belgian 7.62 FN.
- 9mm Owen Sub Machine Carbine (OMC). Usually carried by Section Leaders and Platoon Commanders. All were of 1945 or prior vintage, rugged, simple but showing their age.
- 7.62 General Purpose Machine Gun (GPMG). US manufactured. Low profile, belt fed, high rate of fire, highly mobile, simple to repair.
- 9mm Browning Semi-Automatic Pistol. Belgium produced by Fabrique Nationale. Some earlier models had fittings that could take a butt-like shoulder grip but the majority of ours were newer models with no such add-ons.

Support Company weapons included: –

- 81mm Mortars

- 106mm Recoilless Rifles mounted on modified Landrovers.
- 84mm Carl Gustav Anti Tank Weapons
- Flame Throwers

We trained on these and took all of them with us to South Vietnam in April and May 1966. Prior to our departure the team of Armourers, Mick Henrys, Steve Wood and Jim Toohill inspected and serviced all weapons. Here we made our first mistake. I thought that if we had all of our SLR's processed through the Base Workshop at Moorebank to be re-blackened, this would give us a good starting point, as it should have made them like new and therefore easier to maintain. We did this by working shift work through the nights while the battalion trained by day. In fact the blackening all came off very easily but the sights and the gas regulator were clogged with chemical salts which made them much harder to use and difficult to clean. It took several weeks to clean this up. My belated apologies to all concerned!!

Within days of our arrival in Vietnam and long before we could unpack any of our tools or equipment our family of weapons was changing rapidly. Colt AR 15, 5.56mm Rifles were given to us from 1 RAR. These had had a lot of use and being early model AR 15's, not the AR 16's that we became very familiar with later, and were therefore very much lacking in technical reliability. Their most dramatic problem was that they did not have a "Forward Assist Device" or serrated Bolt Carrier. This meant that the slightest bit of sand or dirt would cause the bolt to lock in the semi-closed position and the weapon was then useless and if this happened when the weapon had been hot, it was usually totally beyond repair. We also picked up a number of M79, 40mm Grenade Launchers from 1 RAR, along with a small number of 12 gauge, Remington, pump action shot guns.

The move into Nui Dat, part of Operation Hardihood, saw us picking up all of our faithful weapons and walking into the rubber trees. It was here that I became aware that one of the Company

Quarter Master Sergeants (CQMS), Lofty Cunningham from Support Company, had brought along an old friend of his from a previous affair (or marriage, I'm not quite sure.) Yes, Lofty decided that we needed at least one .303 Short Magazine Lee Enfield (SMLE) that he had used in Korea. I told him we could look after it provided he had the ammunition. So unknowingly we became the last Infantry Battalion to carry Owen Sub Machine Carbines and .303 SMLE rifles into war.

Some people, not many, decided that they were better off carrying foreign weapons. Sgt Shorty Ford for example, a photographer, who was often attached to 5 RAR for operations, had picked up a US M1 Carbine and a CSM, John Clark, was using a German P38 Walther 9mm pistol he had collected when he was a Advisor. Very sadly one of the young soldiers had also been given a 12 gauge double barrel sawn-off shotgun. (More on that later).

Others, who were not prepared to wait, bought fairly standard US issue weapons that were becoming common in our Bn as they became available. Brian London purchased a M16 from his 1 RAR counter-part and John Lea-Smith bought one from the boot of a CIA car in Cholon after drinking with the owner in the Capital Bar. Going price \$60.00 US. In turn this went to Jock Logan in 7 RAR. Brian also carried a Colt .45 Automatic but as this used non-standard ammunition for our system, he accepted full responsibility for re-supply. The armourers did do minor maintenance when asked.

We were very soon to have two other significant major additions to our collections. Courtesy of the Commander of 173 Airborne Brigade, US Army and perhaps some horse-trading by Ron Shambrook and John Miller, a number of .50 Cal Browning Heavy Machine Guns became available and formed a very important part of our perimeter defences. Also the standard number of GPMG M60's was increased from 54 to 65 because of the need to move the section guns out on extended operations,



but still supply the defences necessary on the newly formed base camp. From hereon in, the time line of our affair with these weapons goes something like this: –

Early Days. Operation Hardihood saw everyone struggling with the mud and damp as we worked to establish the base and set up very primitive working conditions. It was impossible for soldiers with problems with their weapons to get to us (the armourers) so we decided that we would arrange regular and routine visits to each of the Company sites and inspect, service and repair the weapons there. Any seriously damaged or non-functional weapons were brought to us via the CQMS system.

The introduction of **.50 cal Brownings** was, by far, the biggest single impact at this time. Fortunately we (the armourers) had been trained on these weapons but we were the only people in the Battalion who knew much about them, as they were not a standard Infantry weapon. From this time on and for the complete 12 months, this gave us a very different role, that being, to train operators in the use of this major defence weapon. This took each of us to many different sites throughout the Province working with Australian, US and Vietnamese soldiers. Users had to be trained in the firing, maintenance, and particular to Browning machine guns, the timing and headspacing of the weapons after barrel changes.



In the early stages of the occupation of Nui Dat these machines guns were seen to a major part of the perimeter defences and were placed in strong points in each Company. As there was a lot of movement going on outside these lines each night, these weapons were considered to be very important. On my second night in Nui Dat, I think around 28th May 1966, I was called to the RAP by SSGT Mick Seats, shown into the doctor's emergency treatment area and there on the stretcher was C Coy's .50 Cal. It was the only place in the area that was sufficiently well blacked out to allow a torch to be alight. A quick minor operation to remove and replace a broken firing pin and to free up the mechanism was all that was necessary to allow the patient to return to duty.

These guns continued to give us good service for the remaining year and many Infantrymen became extremely competent with them. We installed them on the hill at Nui Dat for D Coy and then again for D Coy on The Horseshoe when they moved there.

Our friend the **GPMG M60** was a trusted and much needed part of the Infantry Section's operations. It provided massive firepower from a low profile and could be moved very quickly from site to site when only on the bipod. From the operators' point of view, its strength was that it was belt fed and thus could fire a great number of rounds very quickly. Its weakness was also that it was belt fed and the ammunition could not be kept clean and would pick up mud and dirt to be fed into the weapon until it jammed.

M60 GENERAL PURPOSE MACHINE GUN



From an Armourer's point of view it was very cheaply built, primitive in design, and had minor breakdowns frequently. On the plus side, it was very easy to repair and we could always get them back into service very, very quickly. Armourers were frequently called into Company operations to repair these guns in situ.

I now am going to record what may be a sensitive issue. That being the major "breakdown" that occurred with these guns. By far and away the most common problem was that a gun would be reported as only being able to fire a single round and then had to be manually re-cocked. 95% of breakdowns were this issue. What happened, was that the gas piston had been removed and replaced, facing the wrong way.

Was this a training problem or a design problem? The manufacture's solution was to classify the gas piston and cylinder as being "self-cleaning", and therefore not to be touched by the operator, however the gun still came with a spanner to fit the nut necessary to open it.

These guns, with some local modifica-

tion to the tripod fitting became a common sight mounted on the Bn's Landrovers. It was those vehicles that would have normally carried the 106mm Recoilless Rifles that were so modified. As they had no canopy, they were known as Sports Cars.

As a quick aside can anyone remember what material the special gloves for changing the barrels was made of??

You guessed it! Asbestos....and plenty of it.

In the twelve months of continual service our 65 GPMG's only had one failure that could not be fixed within a two-hour period. That was caused by a broken firing pin that had cracked at the "rear spool" and fallen down and jammed the unlocking mechanism. Steve Wood headed off to a more heavily equipped workshop in Vung Tau to work on it and even though we had tried all types of things to free it first, the road trip down did the job for us and he fixed the gun in a matter of minutes on arrival there. A rough road and good luck can sometimes be handy.

Late in 1966 we managed to "find" 4 GPMG's that had had a lot of firing with a US Army unit. They were packed up and sent to the RAEME Training Centre where they were "sectionised" and converted into training aids. Up until then no such thing was available in Australia. Three of them were returned to 5 RAR at Holsworthy. I saw the fourth one in a museum in Bandiana in 2004.

The Owen Sub Machine Carbine (OMC), only had a short life in Vietnam. They were carried by Platoon Commanders, Forward Scouts and Stretcher Bearers among others. They remained with us until October 1966. There were no real problems with the weapon; it was the ammunition that failed. I think there were several attempts to prove that the gun/ammo was no longer suitable and should be replaced with many more 5.56 weapons. Success finally came when the Armourers provided copies of a formal instruction that the weapons were not to be test fired with any ammo older than 1954. The only rounds that the Bn could get for operations were made in the early 1940's. Bye-bye OMC's, hello AR 16's.

In the early days the 7.62mm SLR served us all very well. There were some calls from individuals to have 30 round magazines fitted and to modify the weapon to fire full automatically. These, of course, were formally ignored and quietly done when necessary. The formation of the Recce Plt and the closing

down of the Anti-Tank Platoon meant two things. Firstly the packing up of the 106mm Recoilless Rifles and secondly many, many requests for modifications to the SLR's. These were quietly done but not talked about. We liked to think that the individual soldiers concerned were capable of handling the modified weapons safely. To do it for everyone would have opened up a can of worms that no one would be able to control. To ignore the requests of some might have meant that they would go ahead and do the modifications themselves and not as well as we did. Anyway, those who really only wanted an automatic weapon usually managed to get an M16.

7.62 SLR (self loading rifle)



From March 1967 onwards the story of the SLR changed quite a bit. Problems that had never been seen before began to appear more and more frequently. Steve Wood and Jim Toohill both identified a combination of worn parts in the trigger mechanism that caused the sear (that part of the mechanism that actually trips the hammer) to lock completely. Formal reporting of this brought no action, so another way around the issue was used to replace as many of the older weapons as possible. At about the same time another very strange fault developed. The cocking handle would lock in the forward and folded position and could not be moved. We were never able to find a way of identifying the likelihood of this happening and it was a great concern for us. Individual weapons could be fixed by removing metal from the body of the rifle, but this could not be done in the field. Not a good situation. Once again, formal reporting brought no action. (Perhaps nothing was possible.)

Electrical and Mechanical Engineering Instruction Weapons D 253 Paragraph 14 b gave us a means of condemning rifles by measuring the wear between two different parts of the body. It had nothing to do with the real problem, and we found that in fact we could use it to condemn any brand new rifle that we chose to inspect. The fact that I can remember the number of this instruction 40 years later clearly shows how many times we used it in the those months of 1967.

The greatest weakness of the SLR was

that the ammunition was heavy and that, in very bad times, the resupply was by ammo packed in boxes and there was no quick way of loading them into a magazine. During the battle of Long Tan, all the 5 RAR Armourers were on the helipad loading 15 rounds into extra magazines that were then pushed out of a helicopter into the D Coy 6 RAR site. The original FN version had a bridge over the body that allowed for magazine filling from rounds held in clips. The Australian made version did not.

Perhaps the silliest thing to ever happen with the SLR was the fitting of a plastic plug to the bottom of the return spring tube. A modification kit was just starting to arrive for this in 1967. This was done to only a handful of weapons in our time, but became very common practice later. The idea was to prevent moisture from getting into the tube. All it did was to prevent moisture from getting out and thus converted the spring and tube into a shock absorber. Some of you may remember our trick of having a small bet with anyone who came forward with the common statement, "My rifle will not operate on a gas setting of less than 8." Many a beer was won after Steve would demonstrate his special oiling and cleaning process. Usual time, one minute.

I recall one particular SLR that was returned to us in a very sick state. The user, Murray Claydon from C Coy, had been fired upon while crossing a creek and had gone under water. Coming up ready for action he fired but the weapon was full of water. The barrel laid open, the body bulged out and the magazine burst with all live rounds in it being "exploded" through the bottom. The sides of the magazine were welded to the body of the rifle.

The 84mm Carl Gustaf Anti-Tank Weapon. This one is very simple. Manufactured in Sweden, we were unable to use them because the Swedes would not provide ammunition, as they did not support the war in Vietnam. That must have been a good contract.



Carl-Gustaf M2 (Swedish designation m48) antitank recoilless rifle

The Browning 9mm Pistol. Useful in vehicles and the bars of Vung Tau and when you did not want to have to carry a



rifle with you all the time. The cause of many Accidental Discharges (AD's) but mostly into the

ground. It was regarded as being as good as any other pistol and as limited as they were as well. Its worst technical feature was that the magazine could not withstand being left with a number of rounds in it for very long before the spring ceased to function, leading to mis-feeds and jamming.

The RMO, Captain Tony White has told me that he found the butt quite handy for eliciting reflexes during physical examinations.

The Colt AR 16 5.56 Rifle. Vastly over-rated but definitely recognised as the "weapon of Vietnam". As described above, it was a very necessary improvement on the AR 15 ArmaLite. It was capable of firing a great number of rounds in the general direction in which it was pointed and because of the small calibre the ammunition was lighter and therefore an individual soldier could carry more of them than, say, 7.62 rounds. Initially thought to be able to kill anything that it was even vaguely near, the 5.56 bullet was actually really as limited as any other small calibre, high velocity round. It was all very simple – how many could you carry? That was the advantage.

M203 – a combination of the COLT ArmaLite (M16) and the M79 grenade launcher



From an Armourer's view point, perhaps the best thing to come out of Mr Colt's effort was that they came with a gold, small diameter cleaning rod which was excellent for the SLR and the GPMG's. Before these arrived, we would make cleaning rods out of fencing wire.

Support Company Crew Serviced Weapons. I use this term to cover all of those specialist weapons that were based within Support Company. I do this because these need to be treated differently. These weapons were complex and at time massively important. The Armourers knew how to service them, but far more important was how to use them. We had learnt to stand well back and listen to the expert users and ask how we could support them in their tasks rather than to tell them what could and could not be done.

106mm Recoilless Rifles. Whilst D Coy

occupied Nui Dat Hill before being required to hands it over to the SAS, some of the 106's were sighted there. Here they were tried in their secondary role as an area weapon. At high elevation the back blast was something to see and Max Carroll remembers Mick Deak calling the fall of shot and making corrections as he developed new skills. After 17 rounds and orders such as "Drop 2000, Repeat!!!" the side of Nui Nghe Mountain was finally hit. Luckily longer-range artillery arrived very soon after and the 106's were packed up. Anti-tank Platoon became Recce Platoon.

Having packed up the 106 mm Recoilless Rifles, the mortars and the flamethrowers became the main focus here. By necessity, the 81mm Mortars won our attention, and justly so. To witness a mortar section moving out on operations with all of their equipment man-packed is one of the most moving sights ever seen. The sheer physical loads and the endurance expected from and given by these men was breath taking.

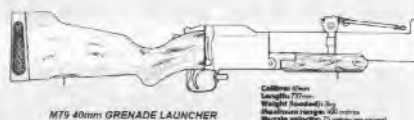
Our mortar sections fired an amazing number of rounds on particular days (for example, a platoon of 4 mortars fired 960 rounds on the 8th Oct 1966) and the guys were always looking for ways to improve their operations. Then when they returned to Base they were called upon to fire regularly from their semi-permanent position to "keep the baddies on their toes". As technicians we listened and advised, measured and monitored, made mechanical modifications on the side and kept things going. Measurement of the bore was necessary, as excessive wear would mean that the weapon might be inaccurate thus failing to do its job or presenting a danger to our own troops.

Bob Hunting informed me that of even greater concern was the very unreliable US supplied Ammunition. "Drop-shorts" of a few hundred metres were common when using it. The tail fin would drop off making them very unstable.

In the wet season in particular, the mortars had a bad habit of burying their base plates, particularly after continued firing in the base camp. One very good crew decided that they could fix this with some sand and a few bags of

cement. It worked but immediately caused the bipod arm to shatter. A locally manufactured version worked for the several weeks that it took to get a replacement part, but everyone was very happy.

The **M79 40mm Grenade Launcher** was widely used and presented a number of maintenance problems. It was very cheaply made and quite flimsy, especially around the sight area, and had been introduced into service hastily. Spare parts were virtually non-existent.



One afternoon I was handed an M79 with a partly fired High Explosive round stuck in the barrel. After reading a little technical data on the round, I was reasonably sure that it was fairly safe as the round had to rotate several times on its way out before it became fully armed. So in theory it was possible for me to drive the stuck round out of the barrel with a hammer and punch (and hopefully have it caught immediately as it came out of the barrel).

After a few hefty hits, the round began to change shape and become more firmly stuck. I immediately saw a solution to our spare parts problem. Remove the barrel from the weapon, use a demolition charge to destroy it, together with the stuck round, and then declare the complete weapon as having been destroyed. Everyone in the area agreed.

The M79 made a further appearance in a slightly different form slung under the M16. This was known as the **M-203**.

The **M72 LAW** (Light Anti-Tank Weapon) made up part of our weapons inventory, but as it was a non-maintainable item, it had little impact on the Armourers.

Remington 12 Gauge Shot Guns. These pump action weapons which were simply an un-blackened civilian weapon, were held at company level and did not get much use, and did not need much maintenance.

Sawn-off double barrel 12 gauge shot gun. Not many people knew of its exist-

tence and it was passed from person to person when the original owner was evacuated home. He, apparently, was given it by his uncle or father with the best of intentions. One afternoon in Nui Dat it was mishandled and someone was killed. It came into the Armourer's hands to be destroyed after the investigation.

In May 1967 we handed over our supply of spares, tools and even some of our experience to the 7 RAR boys. On our return to Holsworthy we set up the new Armourer's facility in a brand new building and were amazed just how easy life was without the mud, sweat and anguish. Very sadly, within a few weeks Jim Toohill and Steve Wood were involved in a vehicle accident and Jim was killed.

Shortly afterwards I was posted to the RAEME Trg Centre where I was instructing future armourers, Steve Wood joined me there some 12 months later.

The contents of these pages come completely from my memory and I invite anyone to provide me with further information that might allow for either expansion or correction. I know that I now look back on those years and my time with 5 RAR in awe, and with the greatest respect possible for the people with whom I was lucky enough to serve.

Written by Mick Henrys, May 2006.
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PS My complete lack of faith in the existence of morality and ethics amongst members of the weapons manufacturing and sales industry was re-confirmed several years later. In the mid 1970's I was working with the PNG Defence Force in Port Moresby. A European officer with the Police Force came into my office to show me an M 16. He had just purchased several hundred of them and was very proud of his purchase. He left a much less happy person when I pointed out to him that he had been sold old leftover pieces of very early model M 15 Bodies and M 16 Bolt Carriers.

The Bolt Carriers had the serrations for the necessary "forward assist" but the bodies were a much earlier version M15 that did not have the matching Jack. I wonder how many other developing countries helped Mr Colt get rid of his excess stock of useless parts after the Vietnam War?

The 106 Fd Wksp "Back to the Heartland" Reunion at Albury/Wodonga

John Strachan, the president of the 106 Fd Wksp Association, reported that it was a fantastic reunion, made fantastic by the bubbly mood of all those who attended and the excellent support which was provided by the Army Logistic Training Centre, The Murray Border Vietnam Veterans Assoc, The Army Museum and the Albury SS&A Club.

COL Terry Beaton - Colonel Commandant Vic/Tas was invited to the reunion as the official guest. He attended various organized functions and addressed the assembled masses at the main reunion dinner. He later posted the report below within his own Association network which neatly covered the activities of the reunion.

Over the period 17-20 Aug 06 The 106 Fd Wksp Association had their "Back To The Heartland Reunion" for those who served in the unit in SVN over the period 1968-71, as well as an open invite to those from 1 Armd Sqn Wksp and other Workshops, and attached LADs at Nui Dat and Vung Tau.

By 11 Aug 06 some 69 Vietnam Vets (Bluebells, Blanket Counters, Bake Layers and Band Aids) and 45 wives had registered for the three day event, despite the difficulty of travelling to Albury from interstate. The Committee can be happy with the turnout of dedicated Veterans, especially as people like "Enzo" advised one night that up to four years ago he could hardly "leave" his home, let alone face travelling interstate to Albury.

Highlights for the Group were the opportunity to visit ALTC on Friday 18 Aug 06, where they observed future tradesmen under current training, followed by a most memorable "Dusk Service" in Albury to commemorate the 40th Anniversary of Long Tan organised by the Murray Border Vietnam Veterans Association (MBVVA). The President, ex-WO1 Gary Treeve (RAEME) gave a moving account of the action at Long Tan in his address. Eighteen candles were laid by Veterans to commemorate those who died in this battle.

The following morning the group visited the developing EME Exhibit at the Army

Museum followed by a BBQ lunch in the Memorial Park in South Bandiana on a sunny, but cool day. The BBQ was catered for by the MBVVA with assistance from the new Bandiana Chapter.

The main Reunion Dinner was held that night at the SS & A Club at Albury, where a "lite pro" presentation continued to show photos of events in SVN ongoing from the previous night's buffet dinner.

The atmosphere throughout the event was fantastic with so much humour attached to memories from long ago. Mateship was everywhere to be seen. Little if anything was said about the bad times. It proved that 106 Fd Wksp was a typical RAEME Unit, despite the war, with characters in all forms. Some more than others coming to the forefront of comments throughout the proceedings.

The presentation of a mounted pistol (suitably rendered) to the unit's CSM (Milton Pearson) to replace the one he had lost on a mission nearly 40 years ago was an unforgettable moment. Milton was speechless for nearly a minute, then he recounted the events sur-





rounding the loss, followed by a complaint that a certain Scheyville trained QM had made him pay \$75 for the loss, when a beer only cost 30 or 50 cents.

The Committee can be proud for organising a highly successful bash, thoroughly enjoyed by everybody who made the effort to attend. Well done!

The 106 Fd Wksp Association was extremely pleased with the roll up particularly when the reunion coincided with the 40th anniversary of the Battle of Long Tan commemorations with many of its members electing to attend planned activities in their own states. Many members also attended with their partners – all indications were they enjoyed the moments equally as much as the men.

Someone was heard to say as the reunion dinner night was winding up "Where and when is the next one?"



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The Army Museum Bandiana



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The Army Museum Bandiana will provide a leading edge focus for the interpretation and public display of Australia's rich Military Heritage, with a special emphasis on the history of the Army's logistic corps.

Mission

The Army Museum Bandiana is committed to best practice in the preservation, management, storage and display of its collections in order to protect and preserve Army's heritage and to promote its history to the public.



New acquisition: 1953 FX Holden Utility

Seasons greetings from staff and volunteers. Welcome on board to CAPT Phil Craig, RAEME as the 2IC/Assistant Manager, LT Karen Pullen, RAANC as the CAPT Nursing Advisor and WO2 Peter Gould, AACC as the Catering Advisor. The year has seen more significant improvements to the displays within the museum. Work is now complete on the new centre cabinet to display 60 uniforms including an extensive range of uniforms worn by members of the Women's Royal Australian Army Corps. The museum has purchased a fully restored ex-Army FX Holden Utility and has been fortunate to have had the White Scout Car and Saracen Fitter's vehicle repainted. Both of these vehicles were gritted and painted by Tenix. During the year several new sponsors came on board to financially assist with the continued development of the museum. The Department of Veteran's Affairs provided a grant of \$35,000 to assist with a restoration program that saw seven Vietnam era Landrovers restored to display condition. On Friday the 8th of September 2006, the Federal Member for Indi, Mrs Sophie Mirabella, MP opened the Australian War Memorial Travelling Exhibition: All together, Sport and War. This was the third occasion that a travelling exhibition has been on display.

The museum shop

The shop stocks a range of Corps items including plaques, ties, thermal mugs, Corps statues, coffee cups, mouse mats, Corps history books, stubby holders, tie tacks, tie clips, Corps prints, collector tea spoons and much, much more. Plus the Stubby Glove. Ring (02) 6055 2525 or check out the website.



Refurbished: 1941 White Scout Car

Get to know the staff: CAPT Phil Craig, RAEME



Captain Craig

Phil initially enlisted in the Citizen Military Forces in 1968 as an Infantryman serving with 1/19 Royal New South Wales Regiment. In 1971 he enlisted into the ARA and on completion of recruit and RAEME training as a Vehicle Mechanic was posted to 3 Base Workshops Battalion.

Subsequent postings have included 21 Construction Squadron where he was promoted Lance Corporal, 18 Transport Squadron Workshops, 85 Transport Squadron where he was promoted Corporal, Melbourne Workshops Company where he was promoted Sergeant, Unallotted List 3rd Military District and the First Recruit Training Battalion as a Platoon Sergeant. He was then posted on promotion to Warrant Officer Class Two to the Apprentice's School and then Army College of TAFE, 1 Armoured Regiment, RAEME Training Centre and ALTC. In 1997 Phil transferred to the Active Army Reserve Cell within the Directorate of RAEME. In 1998 he was posted to Development Group ALTC where he was promoted to Warrant Officer Class One. In 2003 Phil was commissioned to the rank of Captain. In August 2006 he transferred to the Army History Unit – Army Museum Bandiana as the 2IC/Assistant Manager.

Phil is looking forward to his time in the museum as he has a keen interest in military history and the restoration/refurbishment/preservation of items housed within the museum system.

Get to know the volunteers: Mr Keith Anderson

Keith Anderson enlisted in the Regular Army in 1963 and after training as an Infantryman was posted to 2RAR. In 1965 Keith Corps transferred to RAEME and attended the 1/65 Fitters course as an Adult Tradesman. Subsequent postings as an Armourer have been: 102 Field Workshops in Vietnam where he was promoted to Lance Corporal and then to Corporal, 301 Field Workshops, 2 RAR in Vietnam where he was promoted to Sergeant, RAEME Training Centre, 28 ANZUK Field Regiment in Singapore, First Armoured Regiment, the Armoured Centre where he was promoted to Staff Sergeant and Puckapunyal Workshops Company on promotion to Warrant Officer Class Two.

Keith retired as a Warrant Officer Class Two in 1985 after 22 years service.

After retiring from the Army Keith worked at the Albury TAFE until being forced to retire on medical grounds.

With a grandfather, father and five brothers all having served in the Army or Air Force, it is not surprising to see Keith still maintaining a connection with the Army.

These days Keith is a passionate volunteer at the museum where he enjoys working with the 'relics', not sure if he really means the staff or the objects in the collection.

Keith is married to Annette and they have three adult children.



Keith Anderson

The Opening of the RAAOC display

On Thursday the 13th of July 2006 after the annual service in the RAAOC Memorial Gardens the RAAOC members moved into the museum to the sound of the Corps Regimental Quick March and assembled in front of the refurbished Corps display. After an introduction by the Head of Corps, Brigadier Gary Banister, the Representative Honorary Colonel (RAAOC) Brigadier Peter Bray was invited to cut the ribbon to formally open the refurbished display.



Brigadier Bray cuts the ribbon to open the display



Left side of the display



Right side of the display

The 40th Anniversary of the Battle of Long Tan Parade – Albury 18th of August 2006

The museum participated in the Vietnam Veteran's parade in Albury on Friday evening the 18th of August. The museum provided four vehicles that were used in Vietnam. The lead vehicle was driven by Major Docksey who served in Vietnam with 6 and 7RAR. The second vehicle was driven by WO2 Kym Lambert who served in Vietnam with 2AOD on two occasions. The two vehicles at the rear of the parade were driven by CPL Mick Efford, Museum Recovery Mechanic and Museum Volunteer Mr Ray Hartwig.



Vehicles and drivers

Maintenance support in the Objective Force timeline

By Major P.J. Baxter, CSC, B Eng (Mech) Hons

Introduction

1. The implementation of the Hardened and Networked Army (HNA) seeks to provide Army with the ability to respond to complex warfare situations in accordance with the Australian government interest. This will be achieved through recognition of complex warfare environments and structuring Army's fighting capabilities to suit. The Army's Combat Service Support (CSS) capability will require commensurate development in order to support future fighting capabilities.
2. In particular, Army's maintenance capability is likely to face significant challenges in support of new fighting capabilities under the Defence Capability Plan (DCP). Application of the Technical Regulatory Framework (TRF) with respect to maintaining HNA equipment while minimising logistic footprints in theatre will be very difficult to achieve. It is argued that optimisation of logistic footprint considered against raise, train, and sustain be the model for future force planning.
3. The DCP aligns the procurement of equipment in support of HNA. The DCP seeks to complete procurement of major capabilities by 2015 and is therefore likely to reflect the actual structure of the capability in the Objective Force (OF) timeframe 2020 – 2025. The key assumption of this paper is that the OF will be a mature HNA force undergoing preparations for the next generation of technical advancements beyond the current DCP. Doctrine for maintenance is support of operations remains similar in construct to maintenance in support of conflicts

in modern history. A restructure of maintenance responsibility and trade development to support anticipated force structures is proposed.

4. This essay will discuss the implications and requirements of the Army maintenance system in support of operations within the Objective Force framework. The scope of this essay is limited to maintenance in support of operations at the operational and tactical levels of war.

The Objective Force Model

5. Of papers produced by the Land Warfare Development Centre (LWDC) in 2003 describe the Land Force anticipated in 2020. The fundamental basis of the Objective Force series of papers is the anticipated operational environment in terms of terrain and the littoral environment. The complete range of Battlespace Operating Systems (BOS) papers assess the threat environment of 2002 and are the precursor to the HNA concept endorsed by Government in 2005. It is not the intent of this essay to rewrite OF papers, however, an overview of the concepts is required to discuss the implications and requirements of future maintenance concepts.
6. **Environment.** The OF environment ranges from operating in Australia conducting security operations to manoeuvre operations in isolated areas with force sizes up to Brigade size in support of coalition operations. Threats corresponding to the activities vary as widely and result in a need for all force elements to prepare for small asymmetric threats regardless of their role.
7. **Equipment.** The Chief of the Army (CA) states that the HNA seeks to

influence Army's capability to protect personnel for ever increasing lethality and availability of weapons. This protection will allow soldiers to maintain the core business of close combat in dangerous climates. The DCP reinforces the significant equipment upgrades in support of the HNA construct shaping the OF. Procurement of equipment that provides force protection, enhanced firepower and mobility improvements will be ongoing until 2016. All equipment procured as part of the DCP will require maintenance throughout its service life. Major examples include the Abrams Main Battle Tank, Artillery (self propelled or Towed), Armed Reconnaissance Helicopter, M113 Armoured Personnel Carrier upgrade, Bushmaster and replacement of the Field Vehicle and Trailer fleet under Project Land 121. These major systems will be supported by high tech communications and electronic warfare systems to command, control and manage a deployed force.

8. **Anticipated Force Structure.** The precise force structure for the OF cannot be defined, however, all authors of similar documents agree that the force structure will be combined arms teams in sizes varying from Battle Groups to Combat Teams or smaller force elements such as AMTG. These will be structured commensurate with the environment of operations. It is considered that the application of sound planning principles for operations will result in OF formations that include contributions from each of the BOS using equipment procured under the DCP.

9. **Objective Force Logistics.** HNA documentation states the there will be a commensurate increase in logistics capability in support of the DCP. While Land 121 and Land 2077 (Improved Logistic Information Systems) provide significant enhancement to logistic capability, it is arguable that the DCP does not address the key logistic capability being trained personnel. Recent documentation focused on CSS issues in the OF timeline discusses the need for increased velocity, reduced demand, improved situation awareness and orchestration of logistics. It should be noted that these are considered "inspirational" and the irony of increasing equipment liability and firepower with respect to reducing logistic requirements has been acknowledged although the themes must be considered in future logistic concepts.

Maintenance in support of operations

10. **Current Doctrine.** The Australian army maintenance system was formed in 1942 under the corps title of the Royal Australian Electrical and Mechanical Engineers (RAEME). The structure of the system when raised was designed to support major conflict, such as the World Wars and was replicated within Australian Barracks environments. The current system is based on four lines of support ranging from simple (1st line) to extremely complex maintenance (4th line) and is overlayed with three grades of repair. An extract from Land Warfare Doctrine 4-2 Maintenance Support outlines current doctrine:
11. The overall structure of maintenance support has remained in the fundamental structure as first implemented 64 years ago. The major difference in the structure of the maintenance workforce is the responsibility for complex (3rd and 4th line) maintenance. 3rd line maintenance has not been manned which has resulted in a pseudo alignment of the lines of repair with grades of repair for general equipment. Furthermore, the fourth line maintenance has become a contracted capability provided by civilian agencies. Therefore, the uniformed maintenance capability liability has been virtually reduced to

Lines of Support		1st Line	2nd Line	3rd Line	4th Line
Grades of Repair	Types of Support	Integral	Close (Integral)	General	
Operator Maintenance		Yes	Yes	Yes	Yes
Light Repairs		Yes	Yes to unit equipment Yes to Brigade equipment (by exception)	Yes to FSG equipment	Yes
Medium Repairs		Yes to prescribed specialist equipment	Yes to unit equipment Yes to Brigade equipment	Yes to unit equipment Yes to repair pool equipment Yes to dependency equipment	Yes
Heavy repairs		No	No	Yes to unit, pool and dependency equipment through use of trade repair, contractors and civilian infrastructure	Yes

those positions required to support 1st and 2nd lines of repair with integral support to 3rd line equipment.

12. One of the key components of the current maintenance support is the application of Prescribed Specialist Equipment (PSE). PSE is defined as "Specialist equipment that is unique to a particular unit in a brigade or which represents a unique capability retained at the force". This definition provides authority for units holding PSE to conduct heavier levels of repair within the unit echelon. Therefore, workshops supporting units with PSE will often prioritise maintenance of PSE over general equipment as the PSE is directly related to a unit's role.

Implications of the Objective Force Model

13. In relation to Army's maintenance capability in it necessary to review HNA in the context of recent Defence reviews. The Australian National Audit Office (ANAO) provides reviews of Defence for the Auditor general, however, the reports are reviewed and future actions agreed by the Chief of the Army. These agreements are implemented through the Army Capability Management Committee. One recent finding by the ANAO focuses on Defence capability and outlines issues relating to the current maintenance capability. The report states that there were four key areas resulting in a backlog of equipment maintenance for Army. These included; insufficient mechanical maintenance person-

nel, aging vehicle fleets, low levels of unit stockholding at deployments and slow logistic supply of parts. It should be noted that the CA will change the focus of logistic support from distribution and supply capabilities to maintenance capabilities. Given this intent, it is paramount to determine a strategic direction for RAEME under HNA.

14. **Fleet age.** The age of the current vehicle fleets within Army is one of the significant factors influencing the current "maintenance shortfall". The major result of the age of the vehicle fleets is an increase in reactive maintenance while the preventative maintenance regime stands. Therefore, the overall maintenance liability of the fleet will remain. One of the benefits of introducing new equipment to Army is that this equipment is expected to have greater reliability. However, given the assumption that the OF will be a mature HNA force means that the current maintenance issues will be similar in nature to current reliability issues. To prevent this, Army must maintain the DCP focus with a view to investment in continuous equipment overhaul or replacement as suggested in the ACR for CSS in 2015.
15. **HNA implications for Maintenance Support.** Implications of HNA and the subsequent OF have recently been outlined to ACMC. The implications identified cover all of the components of logistics with particular focus on C4ISR, distribution and sustainment support with Personnel support being covered by discussion on health capability. It is

considered that maintenance support has limited consideration given that the key implications identified as a result of HNA are the need for greater equipment husbandry and an anticipated improvement in reliability, availability and maintainability of equipment.

16. **OF Implications for Maintenance Support.** The assessment of the OF is broader than those in the HNA assessment. The key discussion points regarding maintenance support in the OF timeline covers equipment husbandry, equipment survivability, forward repair concepts, a tendency towards modular replacement of repair parts, increased recovery liability, maintenance management and an overview of the lines of maintenance support. It should be noted that the discussion is based on existing doctrine without consideration or analysis of the doctrine in terms of OF requirements.
17. The Technical Regulatory Framework requires any person who conducts equipment maintenance to be authorised, qualified and competent on the equipment being maintained. This includes operators and must be considered in OF structures. Therefore, future maintenance concepts proposed will be based on the assumption that both operator and technical maintainers will receive equipment specific training prior to being authorised to conduct maintenance.
18. The combined arms approach will see force deployments consisting of a cross section of equipment types. For example, a typical force group under a HNA construct is likely to consist of the complete range of projects under the DCP. Assuming the need for training on each equipment, it is assessed that optimisation of the maintenance footprint can only be achieved by a balanced approach towards training. It is simple to recognise that additional training effort will constitute a higher cost to Army. Similarly, minimisation of training will result in larger footprints in support of operations as individuals become equipment specific specialists. These relationships are demonstrated in general at figure 1. It is assessed that there must be an optimum number of qualification sets to ensure the most effective maintenance capability is developed.

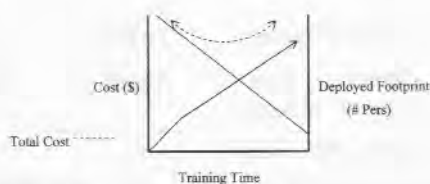


Figure 1: Optimisation of Training

Future maintenance support concepts

19. There will always be consideration for analysis and planning with respect to a capability based – concept lead approach to force development. The following sections of this paper will discuss two key areas with a view to adding to the implications and requirements considered by ACMC. Two key areas identified for discussion are the need to consider a restructure of maintenance doctrine with a corresponding restructure of applicable RAEME trades. This area of the paper will be limited in scope to the ECN 229 vehicle mechanic trade; however, similar considerations apply to sister trades within RAEME.
20. **Doctrinal Review.** The proposed doctrine restructure is focussed on the maintenance support within a formation, regardless of size or deployment. The purpose of this is to develop a concept that can be put in place in training with a commensurate system for deployment, regardless of the combined arms structure of the deployed force. The underlying concept is to redefine Prescribed Specialist Equipment to be that equipment that is specific to

the unit role rather than unique to the force. The responsibility for maintenance then follows:

- a. **Operator Maintenance:** This remains as a unit responsibility and includes operators becoming integral to servicing of unit equipment under supervision of RAEME tradesman.
- b. **Light and Medium Grade Repairs:** Light and medium grade repairs be conducted at 1st line for unit PSE only. Any repairs to common equipment, such as Land 121 vehicles, beyond preventative maintenance (servicing) is conducted at 2nd line. This concept will reduce the unit maintenance liability and allow the 2nd line maintenance organisation to control the maintenance of general logistic support equipment. Other advantages include the centralisation of technical specialists for PSE with a corresponding acceptance of the requirement to support deployment of unit force elements. Disadvantages include the loss of control of maintenance for general equipment at unit level, however, the impact of this could be reduced by routine prioritisation of repairs and appropriate fleet management within formations.
- c. **Heavy Grade Repairs:** The concept for heavy grade repairs then remains as per current doctrine with the predominant provider being civilian industry through trade repair.
21. The amended table of responsibility for maintenance doctrine is shown:

Lines of Support		1st Line	2nd Line	3rd Line	4th Line
Grades of Repair	Types of Support	Integral	Close (Integral)	General	
Operator Maintenance (Include Equipment Servicing)		Yes	Yes	Yes	Yes
Light Repairs		To Unit Role Equipment	Yes to unit equipment Yes to General Formation Equipment	Yes to FSG equipment	Yes
Medium Repairs		To Unit Role Equipment	Yes to unit equipment Yes to General Formation Equipment	Yes to unit equipment Yes to repair pool equipment Yes to dependency equipment	Yes
Heavy repairs		No	No	Yes to unit, pool and dependency equipment through use of trade repair, contractors and civilian infrastructure	Yes

22. **Trade Structure Review.** It has already been demonstrated that it is excessive to train maintenance technicians on all equipment to be employed in the OF timeline. Therefore, it is assessed that RAEME must formalise the trade development for technicians in both equipment and qualification terms. With due consideration to the doctrinal considerations outlined, a corresponding trade structure is proposed.
23. Maintaining the ECN 229 focus, it is proposed that RAEME implement a trade continuum that seeks to give all personnel basic trade skills within the range of the Land 121 equipment types followed by one of three specialisation paths to the rank of Sergeant. Warrant Officers must then be considered trade managers within the workshop environment which corresponds with the current training regime.
24. Trade specialisations for ECN 229 are proposed for the first 12 years of employment. The trade specialisations are based on training all ECN 229 personnel in B vehicles associated with the Land 121 project followed by equipment specific training in either Armoured (A) or Engineer (C) vehicle streams. It should be noted that the M113 has been identified for qualification across both A and C streams in order to support the mechanised role where included.
25. The structure above aims at optimising the maintenance support to OF combined Arms teams. By selective cross training of tradesmen, Army will be able to seek deployment efficiencies while providing opportunities for tradesmen to continue developing trade skills in a challenging environment.

Conclusion

26. In conclusion, the complete implementation of the HNA and the maturity of Army in the OF timeline will significantly enhance the Army

Employment Year	Posting	Equipment Qualification	Trade Category
1-2	Trade training	Underpinning knowledge	ECN 510
2-4	On the Job training	B Veh (Land 121 equip)	ECN 229-1
4-6	2nd Line	B Veh; Select Trade specialisation AB, BB, BC ^a	ECN 229-2
6-8	1st or 3rd line unit IAW trade specialisation (3rd line for BB)	AB: Armoured vehicle unit BB: Land 121 Vehicle unit BC: Engineer Vehicle Unit	ECN 229-3 ^b (increment for specialisation) Consideration for promotion to CPL
8-12	Any unit including training command ^c	Trade supervisor	Consideration for promotion to SGT

Notes:

- 'A' equipment defined as MBT, ASLAV, Bushmaster and M113; 'B' equipment defined as all Land 121 Field Vehicles and Trailers; and 'C' equipment defined as Engineer Equipment but includes requirement for M113 qualification.
- Pay increment be tied to additional equipment specific qualification. Seek requirement for two special equipment qualifications in years 6-8.
- Years 8-12 are focussed on trade supervision and training positions prior to moving into maintenance management as a Warrant Officer.

and require corresponding improvements in logistics. Maintenance support in the OF timeline will need to be carefully structured in order to effectively support the range of equipment being introduced into service. By restructuring maintenance doctrine and trade structures with a view to unit workshops providing direct support only to equipment aligned to a unit's role, RAEME will become poised to support the complex range of equipment being introduced in the DCP.

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Volunteers Needed at North Fort – Home of The National Artillery Museum

Former RAEME 'tiffies' would be very welcome to assist in refurbishing guns and artillery equipment at North Fort. The Royal Australian Artillery Historical Company (RAAHC) provides volunteer support to the National Artillery Museum which is located on the former 9.2in coastal artillery fortifications on North Head overlooking the entrance to Sydney Harbour. Volunteers are also needed to expand the Corps of Guides to cater for increasing numbers of visitors, while some help in the areas of data entry and research in the Museum's unique library would be equally helpful. **More details can be obtained by phoning the RAAHC Business Manager David Leyshon at 02 9976 6102**

UAV OPERATIONS – A Reme-ation perspective

By SGT Paul Vandermeer

As part of Joint Project 129 TUAV, I was posted to 32nd Regiment Royal Artillery to gain technical trade experience working with Unmanned Aerial Vehicles (UAV). There I was given the opportunity to deploy to Iraq on Operation Telic with 22nd Battery, 32nd Regiment Royal Artillery. I worked as an integral member of the 22nd Battery Fitter Section (BFS) as an Avionics Technician to conduct maintenance on the Phoenix UAV system.

32 Regiment Royal Artillery Workshop

Structure. The regiment workshop is commanded by the HQ element consisting of the OC, ASM, AQMS, Workshop Sergeant Major, and Orderly Room staff. The remainder of the workshop is divided into Battery Fitter Sections. 22 BFS consists of a SSGT Artificer, two Aircraft trade SGTs, two Avionics trade SGTs, two Aircraft trade CPLs and two Avionics trade CPLs. There is also a ground trade component consisting of a Vehicle Mechanic (VM) SGT, a VM LCPL and a VM CFN.

Authorisations. Each Phoenix tradesperson is required to complete a Phoenix Maintenance course in their trade. They are all Class One tradespersons which is approximately equivalent to a CPL with Subject 4 training or a SGT in their trade. Additionally, the tradespersons are Self Certifying Maintainers. There is no period of qualification for this authority as this is a component of their Class One trade course.

Special Authorisations. On operational deployments the OC WKSP can approve Special Authorisations. The authorisations

allow the tradespersons to become Cross Trade signatories and allow the authorisations of cannibalisation and Carried Forward Unserviceabilities at the SGT level. There is no additional training required to receive the Special Authorisations (I received these authorisations as part of my deployment).

Workshop Facilities. The Phoenix workshop is a hanger divided into two. One half is used for the VMs and Fitters and the other half for the Phoenix. There is no physical delineation between the two halves but to date this has not caused any technical airworthiness issues. The workshop is required to have a yearly inspection for technical airworthiness IAW their JAP-100A Military Aviation Engineering Policy and Regulation.

Tool Control. The way in which tool control is conducted within 32 Regt RA is different to the ADE. There is no requirement to tag each individual tool so at times there may be several persons using the same tool kit on several different pieces of equipment. This is very different to what I was used to, but a thorough tool check is completed prior to and at the completion of every task. If a tool or item is lost a Lost Article check is required to be carried out IAW JAP-100A. This can only be certified by the Artificer or higher.

Phoenix repairs. As the Phoenix UAV is a modular design, many repairs are carried out by replacement. Limited composite repairs are conducted by the Aircraft tradespersons but larger repairs are conducted by the civilian contractor. Any flight control component replacement or propeller replacement requires an independent inspection. The Forward



Forward Maintenance Facility

Maintenance Facility (FMF) is a self contained workshop which is mainly utilised by Avionics tradespersons for card level repair of the Phoenix System avionics components. The FMF also allows for power plant runs on the test bed allowing further fault finding which can not be completed with the power plant fitted to the airframe.

Documentation. The British Army uses their paper based 700 series documentation to record and control the Phoenix UAV System. The documentation is essentially the same as used on their other aircraft with minor alterations due to type. One major difference is that the RA holds all of the documentation and it is given to REME only when there is a fault or the equipment requires a REME servicing. The Launch and Recovery Detachment Commander (LRDC) is responsible to ensure all of the paperwork is correct prior to flight. At the end of a maintenance task the UAV component is certified serviceable by REME but there is no Maintenance Release required from REME prior to flight.

Training. Prior to deploying I completed the Phoenix Avionics maintenance course provided by BAE Systems in Larkhill. The course took six weeks to complete and covered all aspects of the Phoenix UAV system. Approximately four weeks later I received my authorisations to enable me to be an effective member of the BFS. Soon after the completion of the course the Battery completed Operational and Training Advisory Group (OPTAG) training. This training consisted of two days of lectures and two days of practical exercises (our DFSU training). The lectures covered various topics including Rules of Engagement, IEDs, Iraqi customs and language, Prisoner of War, etc. The lectures were excellent and the information provided clearly demonstrated the knowledge that the British Army has acquired during various conflicts is put to good use. The two days of practical exercises enhanced the lectures by putting us in likely situations and talking us through the correct procedures for dealing with them. Finally the Battery conducted a further exercise on Salisbury Plains to consolidate all of our OPTAG training as well as integrating Phoenix flight operations.

Initial Deployment. In February, 22 Bty RA deployed to Iraq by a RAF TriStar aircraft from the Brize Norton airfield. Once in the Forward Logistics Base (FLB) the Battery had to complete the Reception, Staging, and Onward Movement Integration (RSOI) Training and then receive a hand over from 57 Bty RA. This took just four days, then we started conducting flight operations. The FLB provided a rear echelon for the battery as a flight troop with an EME element deployed forward. The flight troop and EME element left to go forward later that month.

Forward ops. There was one flight troop at a time in Iraq, first Sortie Troop, then Koehler Troop. They changed over in Apr 06. As most of the flying was undertaken forward, most of the maintenance was conducted there as well. I deployed to the forward location in Mar 06 and stayed there for six weeks.

EME Element. The EME element consisted of CPL Aircraft tradesman, a CFN Vehicle Mechanic and myself. During my forward time I experienced the full spectrum of operational life. I was the OIC of the EME element responsible for scheduling work, EME rotations, classification of damaged UAVs, deferment of repairs, cannibalisation of spares, and liaising with the Flight troops. Most of the repairs prior to flight were avionics based, and post flight repairs were aircraft trade, mainly structural. As there were only two Phoenix tradesmen to conduct maintenance at times the hours were quite long.

Flight Operations. Flights were conducted on a daily basis and as such, at times, the work load for the flight troop was high.



Phoenix preparation at build site

Although the hours were long and conditions at times were not good my time forward was the most rewarding of the operations. 22 Bty RA, in particular the fitter section, treated me as one of their own allowing me to fully experience life in the British Army.

Launch and recovery maintenance. At the build site, the Launch and Recovery Detachment (LRD) build, test and prepare the UAV for flight. The parachute is packed by qualified RA personnel at the rear echelon area. During the build the LRD also conducts any outstanding operator maintenance. Any faults found are repaired by REME. The LRD works extremely well and takes pride in ensuring the UAV is prepared and ready to launch on time. The LRD is also responsible for the pre and post flight inspections. The build site is also where the majority of the maintenance by REME is conducted once the UAV has been recovered by the LRD. Regardless of the component replaced or repaired there is no requirement to conduct test flights as the applicable BIT and inspection is sufficient to determine serviceability.

Packup. Prior to the redeployment to the UK, all of the equipment used in theatre had to be cleaned and inspected for serviceability. A lot of work had been completed prior to the return of the flight troop but there was still quite a bit to do. This was completed quickly and efficiently.

United Kingdom. In Jun 06 we arrived back in Brize Norton. On arrival there were members of 32nd Regiment Royal Artillery there to greet us and to provide transport back to Larkhill. There the CO met us and congratulated us on a job well done. Over the following week we all went to work as normal to allow for decompression and received post operational lectures on stress management, driving under the influence and a brief from the Medical Officer. The following week the members of the battery were released for Post Operation Tour Leave (POTL).

Conclusion. 22 Bty RA worked as a professional entity providing ISTAR to the battle groups in the right place at the right time. The pre-deployment training fully prepared me for all of the situations that I encountered during the deployment. My time forward was the most rewarding as this is how I feel 20 STA Regt will be deployed and utilised. 20 STA Regt is in store for some exciting years as the UAV field opens up. I highly encourage the aviations technicians out there to consider 20 STA Regt as a slice of their regimental career due to the exciting nature of this emerging capability.

Arte et marte

SGT Paul Vandermeer

Avionics SGT

20 STA Regt

Army's Technical Regulatory Framework – A Speed Hump to Progress or sound Policy for a Well Maintained Army?

By CAPT John Bouloukos

Introduction

Over the last five years Army's Technical Regulatory Framework (TRF) has been implemented from its pilot implementation in 1 Bde during 2001 to becoming a more mature system with specific TRF training have commenced within TC-A throughout 2005. During this time there have been many comments about the TRF both positive and negative; the negative comments generally caused by a lack of understanding or a miss conception in the policy. This can be attributed to the large and timely process of implementing the TRF into Army and the wider ADO, as well as the gap in time taken to develop the specific training to support it.

Purpose

The purpose of this article is to share the experiences of the author in working closely with the TRF since its pilot implementation and attempt to highlight some of its benefits, predominantly to the Corps of RAEME.

Background

During the 1990s Army went through a number of reform programs and as a result there was an erosion in the technical control mechanisms used to ensure that Army's materiel was effectively managed, ensuring safety to all and that the materiel was available for any likely tasks. After a series of fatal accidents (notably HMAS WESTRALIA), the CDF and secretary mandated a requirement to manage the technical integrity of

Defence materiel and Army's TRF was born.

The vast majority of the policy that underpins the TRF is not new, in fact a lot of it existed in various forms, in a large number of different documents, managed by different agencies. The Technical Regulation of Army Materiel Manual (TRAMM) consolidates the policy into one authoritative reference point. The TRAMM is not intended to give all the detail, it lists mandated requirements and requires personnel to access and comply with more specific references such as operator handbooks or EMEIs. The point here is that the TRAMM is only a small part that makes up the entire TRF system, which on the whole, is not new!

The article focuses almost entirely on the TRF in operation within Land Command Units and will be split into two parts, based on the largest sections of the TRF, Maintenance and Engineering Design.

Part 1 Maintenance Processes

Maintenance Processes –

Operator Maintenance

In Land Command units the TRF impacts most on maintenance processes and it is here where the TRF provides the most benefit to all equipment operators and RAEME personnel. Maintenance is an all-encompassing term, which is split into two parts technical and non-technical or operator maintenance. RAEME elements, elements of RASig and RAAOC are responsible for

technical maintenance of Army's equipment, it important here for RAEME to make a clear distinction their task is not to conduct maintenance, the Corps is responsible for the conduct of technical maintenance on the majority of land materiel.

RAEME elements should stress this fact to their dependant units, because under the TRF all operators and commanders are responsible for the conduct of all operator maintenance tasks, for their land materiel. What constitutes operator maintenance is listed in operator handbooks/manuals and or EMEIs. By ensuring the correct conduct of all operator maintenance tasks will improve the number of land materiel items available for use and should assist workshops in better managing their workloads.

Useability tags/labels are designed to ensure that operators are aware of what condition the land materiel (equipment) is in and any restrictions which apply to its use. It's another feature of the TRF where operators are provided with tools to help them to ensure the equipment is safe for use and gives them responsibility for the conduct of all operator maintenance tasks.

Maintenance Processes –

Technical Maintenance

One of the greatest concerns of the TRF to the junior tradespeople is what does it all mean when they sign a job card stating they completed a technical maintenance task. Firstly it is a record to identify who completed a particular task and that the task was completed in accor-

dance with the approved reference (generally EMEIs). As long as the task was completed as per the reference and only authorised parts (sourced through SDSS) used, a tradesperson has no need to be concerned with liability in the unfortunate and unlikely event of an accident.

Where tradespeople believe that technical maintenance references are incomplete or information is missing it is important to raise a RODUM; to have the DMO investigate the issue and release updated references that comply with the TRF.

RAEME as a Corps, must be pro-active and ensure the RODUM system is used to improve not just our equipment, but also the references used daily to perform technical maintenance in accordance with the TRF.

Part 2 Local Engineering Change Management Process

The TRF mandates a detailed process to be used in order to manage the Engineering Change Process (ECP), in particular, the extensive process required to develop, approve and implement local engineering changes (local mods).

Originally the author was a firm believer in a workshop's ability to complete local mods as quickly as possible to achieve a task or improve a unit's equipment to best meet their needs. Since working more closely with the TRF, and getting a better insight into the implications of such practices, local mods should be developed with caution, unless there is an extremely urgent operational need (this does not imply exercises, although to train in such practices is a necessary requirement).

Engineering Changes – Effects on Equipment

The reason for this change in heart stems from the point that the unit only manages the equipment held on account; the entitlement is only for an equipment type, not a particular ARN. By making local mods, the equipment is changed and workloads increase if the National Fleet Manager (NFM) wants to rotate the fleet or if the equipment is damaged, requiring major repairs and is replaced by repair pool holdings (which will not be modified). Before any replacement of equipment can occur, all local designs must be removed and the unit must decide if the removed design is to be fitted to the replaced equipment, a considerable burden on any workshop.

Local mods also mean that personnel

moving between units, each with different mods on the same equipment type, will need to become familiar with the designs and their impacts on operator maintenance and equipment operations.

In general local designs can have the potential to cause major problems as people are unfamiliar with unit specific local designs, possible impacts on the operation of the equipment and or the need for the supporting workshop to manage their workloads including the need to reverse the mods.

Engineering Changes – Time Costs

So far the discussion has focused on the effects of local designs on workloads and the operation/build standard of the equipment. This is not the only rationale why local designs should not be developed by individual units. When considering design work, most people rarely consider the time it takes for a tradesperson to complete the activity, which is not time spent on maintaining or supervising workshop activities. Additionally, costs considered usually only look at the materials, because people think that labour is 'free', when actually the time used to develop the design and manufacture the product should all be costed based on the labour figures of SDSS. In doing this it may actually prove to be cheaper for a civilian company to do the work, although the training benefit gained from developing local designs must also be considered.

Engineering Changes – The Design and Review Process

Many tradespeople are worried about the design process and what will happen to them individually, as a result of their involvement. There should be no concerns with any implications for a design, as long as the process is followed and applied correctly. To develop a design, it is simply a matter of using one's trade, technical skills and experiences to assist operators (or oneself) to develop their ideas. Beyond this the design will go through a range of reviews, by independent senior tradespeople and engineers before the design is considered for incorporation.

The final review and acceptance of a design can only be completed by an engineer, who on behalf of the Commonwealth accepts the design as being safe, fit for service and compliant to all relevant Australian Standards, including Army's TRF. In accepting the design the engineer must themselves be satisfied in the entire design process and in effect it is their design, once accepted. The final decision to actually incor-

porate the design into a unit's equipment fleet rests with the CO, who will make the executive decision for this.

If an authorised engineer does not accept the design, the CO can still make an executive decision to proceed with the design's incorporation. In so doing, the CO takes full responsibility and accountability for any effects or accidents that may result in the unlikely event of an accident. If another person (regardless of rank or position) decides to do their own local mod without following the process, they accept all responsibility and accountability for its effects.

In short, were there is a clear need to develop a local design within a unit, it should and can be progressed. The process can be long as a result of the numerous design review stages, ensuring the end product will not cause unintended harm or damage to the equipment or personnel and will not negatively impact on the equipment's operations. The whole process is to ensure that all members involved are not subjecting themselves or others to unnecessary risks; follow the documented process and there will be few problems encountered.

Conclusion

In summary this article has attempted to examine Army's TRF and provide comments on how it has progressed since its implementation. The key point to gain from this is that the system on a whole is not new, it's just that what once existed was either not enforced or had not been updated. By working with the TRF, accepting its place in Defence activities and using it to improve our non-technical and technical maintenance systems, Army workshops can become extremely efficient and set high standards of craftsmanship and quality of output for our dependant units.

The TRF when applied whole heartedly, incorporated with OHS and other policies, with 'common sense', will see RAEME's core role of providing maintenance (technical) and recovery support to Army achieved with the highest standard. This ensures that our outputs of repaired, serviced and or inspected equipment's are safe and ready to fight, in a timely manner.

In conclusion, Army's TRF is not a speed hump to progress, but a system that when applied with 'common sense', in a practical way, improves all maintenance activities within Army and the ADO.

article

From the ASM

The workshop made it to Afghanistan in early September and hit the ground running in ankle deep bull dust, which is the norm everywhere in Afghanistan. This crap (dust) is causing its fair share of weapon and electrical problems but we have 'solutions' for everything. We've inherited the SOTG workshop which we're very grateful for as it was very well set up. The RAEME element has the best facilities' within the deployment. We've also been down to the Dutch workshop in Kamp Holland which makes us realize just how good our facilities are compared to there's.

The workshop has been spending their spare time creatively modifying a Russian 4WD that we have inherited, we're halfway through giving it a flame paint job and we've also given it a roof chop to convert it to a ute.

In late September we organized a "Spanner Club" at the Dutch workshop. The Dutch have some interesting names for some items such as "Steek Sleutel" which is a Open Ended Spanner. The Dutch have the same ideals, problems as the Australian maintainers so every one got along in no time, as we all joked around as they have a very similar sense of humor. During the afternoon SGT Messer showed the Dutch around a Bushmaster as they are expecting their Bushmasters in the AO in a few weeks.

The Australian TST has also played volleyball against the Dutch workshop going down 3/2 in a very close match it was a tight game with the workshop only going down in a tie breaker with a bit of controversy, the Dutch don't play international rules and they also have a female PL COMD that played. The game concentration was very hard to say the least.



1RTF TST with the Dutch Workshop after the 'Spanner Club'

The TST have an important event coming up on the 6th of November, CFN Steve Wheeler is racing a donkey for the Melbourne Cup day against other Sub units of the 1 RTF. He's kitted up in RAEME colours and should do us proud.

RAEME Members of the 1st RTF

MAJ Robert Knox S4 1 CER
CAPT Paul Luck Adjutant/S1 1 CER
Workshop head shed: WO1 Chris 'Noodle' Carroll (1CER), SGT Bob Mitchell (1CSSB)

Workshop main: CPL Regan Paterson, CFN's Mick Joynes, Steve Wheeler and Will Orchard (1CER)

EIR/GE/Recov: CPL Jeremy Boong Armstrong (1CER), CFN's Barnard Lincoln (1CSSB), Wayne the Welber Lenegan-Dry, BJ White and David Wood (1CER)

Team IMV: SGT 'Cookie' Messer (6RAR), CPL Lee Jones (3/4 CAV), CFN Wade Kaine (6RAR)

Team Cav (V38): WO2 Paul Kitching, LCPL Justin Sims, CFN's Lee Smith and Allan Anderson (2CAV)

From the ADJT/S1 Captain Paul Luck

The deployment of 1 RTF within Afghanistan in itself was a very demanding but rewarding task. The range of equipments associated with the RTF has proven to be extensive, such as A, B and C vehicles, a range of specialist equipments and not forgetting the numerous ancillary equipments associated with Engineer works.

The Camp itself relies on generated power which requires a stringent maintenance schedule. No power, no communications no Operations. This only enhances the need for quality, clear and concise MMPs within the Task Force.

The integration of WKSP personnel from other units within 1 BDE and 7 BDE was literally trouble free. The requirement to restructure the WKSP was essential this allowed for the personnel being integrated within 1 RTF to impart their ideas and knowledge throughout the organization freely. All in all it is a credit to personnel from 2 CAV and 6 RAR for their professional approach to the integration, and of course the ASM 'Noodle's' for his leadership and management of the WKSP.

We have a long road ahead and I am sure that the experiences we gain will only enhance the Can Do attitude which already is significant throughout the RTF WKSP and RAEME as a whole.

Arte et Marte



'Cookie' Messer giving the Dutch guys a heads up on the Bushmaster before there's arrive



The ACE getting acquainted with the head shed of the Dutch Workshop

3 CSR TST – RAEME CFN MAG 06

Members in 2006;

LT Craig Dempsey (Posted Out 07), WO2 Rod Bitters
SGTs Les Mitchell, Peter Whiting (Posted Out 07), David
Francillion.

VEH SECT – CPLs Mark Brittain (Posted 07), Bryce Ellsworth
(Posted 07),

LCPL Adrian Doggen, CFNs Mick Brand, Scott Jordan, Jeremy
King, Chris Smail and Oliver Bell

EIR SECT – CPL Lyndsay Marriner, LCPL Kent Moores
(Posted Aug 06),

CFNs Ben Kearns, Andrew Smith and Nathan Hird.

GE SECT – CPL Adrian Towart (Posted 07) and CFN Mathew
Van Der AA.

RPS SECT – CPL Jennifer Richards and PTE Julie Peard
(Posted 07)

Guest appearances – OP ASTUTE – Eleckie CPL David
Robinson, from 1 SIG REGT ;

EX Long Look Exchange – REME VM SGT Alan McDonald
from 12 Regt Royal Artillery; and Tasman Link – Kiwi Greaser
LCPL Daniel Cooper.

Civilian mechanics Alf Hughes and Steve Thoumine

The year for the 3 CSR Workshop has been very busy so far.
At the end of 2005 we moved into the new facilities behind the
new 3 BDE HQ, near where 2 RAR used to be. A Real Estate
Agent would describe it as 'neat as a pin' because of lack of
size. The Greasers complain of lack of bays for their bodgies;
the Eleckies complain of lack of 'stashing stuff' space; the
Boffins can't find a decent sleeping space and the Fitters are at
a loss with-out a magazine rack in the toilet facilities.

The start of the year was all pretty standard with a new RSM
and other Regiment march-ins saying their hello's, and then
getting on with the mandatory training requirements with the
rest of us. LT D gave us his first "There will be no beer in the
workshop during work hours" speech, which was pretty much
in line with his policy last year. The ACE passed a piss test to
the great surprise of the RSM.



So far this year, ten of the Workshop Lads have motorcycles
and once the RSM finds this out, I'm sure he will give the rest
of us some more attention! Bryce tried to improve his image by
becoming a biker too. He ended up buying a dodgy beaten up
old postie bike from the ACE that was probably acquired in



some non-legitimate means.
Britto spends his waking days
searching the internet for a
new engine for his pee-wee 90
bike, and is in strong con-
tention for Cheapskate of the
year.

When the Australian Defence
Motorcycle Riding Association
(ADMRA) came up mid year, the ACE's eyes lit up and sudden-
ly the Workshop seemed to be overflowing with motorbikes.
Brandy brought in his 1950's BSA Bantam, but it was the ACE
who won 'The Trickiest Bike' section of the ADMRA's 'Shine
and Show' competition with his 1700cc Yamaha Warrior.

In February, Jordo and Kingy thought they would help the
community by searching for the James Cook University (JCU)
campus sex offender. Their plan was to seek and hunt down
the offender through the water-soaked clay-pan forest behind
the JCU in a Unimog. The wash-up of it all was the forest floor
interfacing with the trucks belly plate, the JCU groundsmen
and curators expressing their lack of appreciation and some
tap-dancing lessons for some Crafties. Finally, all the Workshop
lads spent a Friday filling in two km of the 10 inch deep tyre
ruts through the clay that Jordo had provided.

Around March we set off for High Range for IMT's and EX
Multilink (the Unit Shake Out). LT D threw in a CFA on day
one to give our legs a stretch for the forthcoming NAVEX.
Cyclone Larry cut short IMT's how-ever EX Multilink resumed
once Larry had petered out. Vanders (The Armourer) tried
hiding the F89 and just carrying the barrel alone. Surprisingly,
this is ever so clever tactic was picked up on by the CPLs quite
quickly. This seemed to be the beginning of Vanders' affinity
with the ill treatment of weapons for the rest of the year. FRT
training was tacked on to the end of EX Multilink and was
enjoyed by all.

Mitch headed off on EX Long Look for three months in
Germany. He was 'mugged' in Hawaii which set him up for the
rest of his trip. Despite this distraction, Mitch was able to recon-
noitre to almost every European country to assess how the
locals countered the heat wave being experienced at that time.

After IMT's we started preparing for CATA 06. As expected,
the Sigs gave us the usual "It only broke yesterday" and "I've
just taken charge of this vehicle" type of excuses a week before
the departure date.

CATA 06 ended up becoming Timor 06, so the lads headed
off to Timor via sea and air. The nature of 3 CSR is that there
are constant requirements for Advance Parties, small and
numerous detachments to other units and Quick Notice
Deployments. With all the unit training conducted this year,
the Lads were adept to the constantly developing situation in
Timor.

Whilst in Timor, one of our Crafties, who has chosen to



remain anonymous (but owns a vintage BSA Bantam), was able to commandeer the HMAS Kanimbla by raising the RAEME Flag on its yard-arm and declaring the ship the new RAEME pie wagon. This effort has now set a benchmark for future *Espirit de Corps* actions for the rest of us.

The workshop guys all returned from East Timor a little bit more twisted after eating off the most expensive steel BBQ in the country. Most returned of their own accord except for Vanders who managed to find and shoot another belligerent sandbag, Karma from his previous undetected crimes against all finally caught him.

At one of the SPT SQN lunch-time functions Bryce showed off his cooking skills by burning the WKSP BBQ to the ground. If he had ever been invited anywhere or had any visitors at home, he would have been privy to these rudimentary life skills. If Bryce was a bachelor he would have his own arse-groove embedded in the soup kitchen dining room seats. Hirdy's BBQ cooking effort wasn't much better when he left smouldering piles of charcoal heaped up for us to clean our teeth on. Even the visiting magpies turned their beaks away from it.

Any hulls in the workload are filled by LT D finding military activities or by the ACE ensuring the workshop fridges are kept filled with cooling liquids donated by the 'Sigs', who need a tradesman's hand on their cars. Some Rear Details group activities conducted were; unarmed combat, treks through Townsville Environmental Parks, PT at The Strand beach front, volley ball comps, golf day, trivia comps, orienteering comps, 5AVN trips to climb over the Black Hawk helicopters, 2 RAR and Jezzine Barracks Military Museum adventures, climbing of Mt Stuart, light-pro presentations, a paint ball activity, HUET (helicopter underwater escape training), MOUT (Military Operations in Urban Terrain) training, LCM8 trips around Magnetic Island and the ASM's Golf day.

LT D also organised GLA, claymore and M72 66mm rocket launcher training. This culminated in a trip to High Range to observe and participate with 2 RAR when they were firing these weapons.

Hirdy and Smithy keep 'cutting each others' grass' with their weekly speed dating engagements. Hirdy has now found an Ebay link to bid for Russian brides and Smithy has bought a Yamaha 600. This shows Smithy's acceptance that Hirdy will always out gun him in the Townsville singles scene.

The 3 CSR lieutenants headed off to the Whitsunday Islands on a Subalterns weekend away with their 2.8 metre alloy river



punt. They were given numerous warnings by the Whitsunday sailors of the boating conditions but our three male LT's knew better than those old men of the sea. The LT's managed to swamp and sink the boat 3 km off shore. The LT D did the swim back for the rescue boat only to find that it had already been despatched for their aid. Then, for reasons that only a RAEME LT could possibly explain, he swam back out to the submerged boat.

The Border Collie dog they took out to sea with them (what were they fishing for?), by creed of refusing to leave the sinking ship, ended up being the Captain. Their risk assessment had been as thought through to the extent of "She'll be right, mate". PT for the weeks following this occurrence involved treading water for several hours at a time.

Some up-coming events are being planned as the years end becomes foreseeable. Lyndsay is organising a Fine Art Appreciation Day and Brandy has conducted a 'recce' in Western Queensland for some FRT Training. With all the donations mounting up from the broken Sig car bodgies, there are plans to hire a small Whitsunday Island for a weekend for the workshop end of year function.

The ACE is organising the RAEME birthday celebrations for 3 BDE to be held around our WKSP this year, for the second year running. There are some great advantages to having our Workshop tucked away and out of sight at the rear of the BDE.

Arte et Marte



26 TPT SQN WKSP

26 Transport Squadron Workshop has had an interesting but busy last few months.

We got through the AACAP re-deployment from the gulf back to Enoggera reasonably well with only two jack knifed 20 Ton trailers. These guys being the premier drivers of transport and all, they have made some improvements with their driving capabilities.



Of course the recent IMT's at Murray Bridge all of eight days of fresh rations, sleeping in tents, swags and stretchers. Who would have thought the 'I' in IMT's might have actually stood for Infantry??? Naturally the workshop members that attended rocked.

Our trusty Reccy Mechs even had a job of their own, with an Instructor from the School of Transport rolling a Fleetline TTW on the parade ground of ALTC. Now we know where they get their driving skills from. Maybe the rest of us should be doing the defensive driving courses.

Workshop members as follows:

CAPT Brodie, the Boss, had been busy offering advice to keep the 'TEAM' going.

WO2 McCann, ASM, still dreams about the days in 2 Cav, and how things used to be in 'the good old days'.

SGT Anderson, has spent most of the year bringing sanity to an acceptable level in the workshop.

SGT Frankiewicz, newbie, has spent most of the year in EMEOPS driving everyone insane.

CPL Andre, VM, just came back from the sandpit, still trying to figure out what a workshop is. Still suffering from the icebox that is Pucka and still can't spell and his grammar needs work.

CPL Beardsley, Elec, AKA get me out of this place, runs the sparkies. Not much is known about Jim and that's the way he likes it.

CPL Convey, Fitta, newbie, now civvie, enjoyed the last few months of Army life and keeping GE running in between duties, before moving to the Sunny coast with his family.

CPL Watson, VM, newbie, being the only CPL in workshop since May has been busy smashing his head against the computer with MIMS, and has developed a nervous twitch at the sight of a truckie.

LCPL Bastow, Fitta, promoted to lance jack in June, is over at the sandpit to spread the love.

LCPL Fulton, AKA Pimp Daddy, AKA pretty boy, (old arty joke from the past), VM, just returned from East Timor. Still loathes the ghost rider and when he grows up wants to be just like him.

LCPL Van Lambart, AKA Van Voltron Lord of Electricity, Elec, just shot of to the sandpit only to discover first hand what 240V feels like.

CFN Blackburn, AKA gorilla fingers, VM, newbie, has still to learn how to get over fences. Something that happened on AACAP that brought a tear to the eye.

CFN Daley, Fitta, AKA soldier of fortune, AKA the winged keel, gladly took on the role of enemy during IMT's only to spend the time filling sandbags.

CFN Dawson, VM, newbie, the grey man managed to spend the year without mishaps, but he gets on well with the truckies, scary.

CFN B Griffin, Tow Rag, is the boozer open? Is the moral man of the workshop, is about to leave us for a M113 course. Also likes to brag about his deployments to Sydney, Townsville, Murray Bridge, ect.

CFN J Griffin, Elec, just returned from the sandpit to find we still have camels here as mascots.

CFN Jung, VM, newbie, has decided to become a regi Mo Fo and do Sub 1 for CPL, he's changed.

CFN Kiraly, Boffin, is off doing the SUPER BOFFIN course, has just become a dad to a baby boy.

CFN Talbot, Rod burner, has been know to ask the Q-Store for a box of sparks, not sure what he is talking about, but he is getting posted to 1 CSSB and we're all sure he'll fit right in.

CFN Trautwein, Tow Rag, when there is work to be done is never around, is still learning to use a wrecker, spends a lot of time in SA catching up with the local constabulary and talking about the old times.

ROADTRAINS, BULLDUST AND BULLS*!T

Written by CFN Tim Johnstone

Well Ladies and gentleman of the RAEME world, Another busy year for the fighting 85 Transport Troop, and the Coyote's have had another busy year chasing the illusive Roadrunners like a classic Warner Brothers Cartoon on the road and off. With a total shake up in all areas of admin, office work, maintenance and trade repair the Troop is finally moving with some reliability, not just smoke and mirrors...for the Trucks at least!

Our very well worn 6x6 GMV's have both finally died a grim death due to chassis fatigue from a hard life of highway running, as well as our 4x4 canter fitted with a GMV shelter dying from a similar death.

But when all else fails you can twist a few arms and acquire a Ford F350 4x4 XL if you know the right buttons to press and before you know it you have a stand in GMV (which works a treat!) No more 1000 km legs for days on end in the Landy Bob, just sit back in the lounge chairs, put the A/C on and Cruise.

With A few AACAP trips to Booloroola, Darwin and undying support to 2/14 LHR, A bit of IMT's, drivers courses and subject courses the year has been very busy, with the trucks running up some large and trouble free km's.

This year our crew in Sydney consists of...

- SGT Mark "The Cash man" Ashman, Loves chasing truckies out of the yard with a big hunk of wood and sets them back in their places.
- CPL Pam Reffold, is Enjoying the sights and sounds of an overseas adventure, after killing a borrowed Canter GMV from 26 Workshops and dropping Jase in at the deep end with EMEOPS
- LCPL Greg "Bull" Holmes, Starting his own OCC Workshop, building radical and retro treadly choppers in his spare time in between his overseas adventures
- CFN Tim "Still Here" Johnstone, Overseeing the repairs and rebuilds on our vehicles in between 5000 other little projects about the place,
- CFN Ryan "Overpaid and Under worked" Leslie, Our Reccy



Mech, has had some Minor Issues with go round bits for his HRV, so unfortunately poor Les has been grounded for six months,

- CFN Mick "Dramas" Smith aka. Darken, has fallen over a few times and got his hands dirty and still has his original Star Wars doona.
- CFN Steve "D.C." Culhane, (This is Good Barra Country eh!) has done a lovely job ironing out all the wrinkles in our log-books and talking the bark off the trees
- CFN Jason "Fern" Fernie, is still waiting for an overseas run, and is now looking after the dreaded EMEOPS CPL position
- CFN Chris "Buttsy" Butt, has recently joined us from sunny Townsville and is quickly learning the ropes and racking up the km's on the road
- CPL Sean "Shorty" Williams, RPS, is still changing the RPS around every 5 minutes.

And remember, Where ever you are, There you be, See you on the road,

Arte Et Marte

21 WKSP

Well another eventful start to the year saw 12 bods welcomed with open cans and stubby coolers into the realm of 21 workshops. New additions to make their presence felt were Veh Mech's SGT John Darryl Kerrigan...*I bought it for fifty bucks off eBay* Hatcher, CPL Nathan *Ya drinkin what I'm pourin* Ward, CFN Luke Dale Kerrigan...*will ya swap it for a go-kart* Kennedy, CFN Alex *My cars on fire* Edwards, CFN James Monkey...*2 girls on the go* O'Sullivan and of course CFN Jeremy Vodka *doesn't make you fat* Cochrane. GE Sect just about had a complete overhaul with the exception of the "Blue Leader" SGT Bruce Ferguson and CFN Mick Booker, the new arrivals were CPL Danny Danny *dock(chippy..Chippy)* Unwin, CPL Wayne Widescreen Davis, and CFN Rod I just wanna play with guns Pallantine, CFN Glen *Chicken pox* Muller. The Recovery section was doubled in size due to their workload!!!!.CPL Chris *Look at me recruit* Curley and his noble steed CFN Steve *but I only learnt this 12 weeks ago* Ottery.

With the year progressing we have lost some members to discharge they are CPL Chris *the cleanest man in the army* Green, CFN Emma bad Emma Elphinstone and CFN Bradley *blisters.. I don't have to do another Aacap* Furber. We hope that you guys enjoy growing your beards (that includes you Emma). With this being our Aacap year, up at sunny Borrooloola N.T, only the chosen few were selected to go as we were also being sent to Rocky to fix what the Engineers break! The N.T crew consisted of SGT Matt Burns, CPL Wayne Davis, CPL Danny Unwin, CPL Nathan Fealy (who by the way got his two hooks whilst away)

and CFN Jezza Cochrane, from all accounts they enjoyed their all expenses paid fishing trip...no seriously the guys were always kept busy, with Danny flat out pretty much all the time and the others ensuring that everything went smoothly.Special mention goes to Davo for integrity testing the camp water tank!!.

The Rocky contingent was made by up by pretty much everyone else except the ASM the Boss and SGT Tony Romkes as this was where the majority of plant equipment was located during the construction of a 400 space car park at CSI Rocky. Things got off to slow start but it didn't take long before equipment started breaking down and the boys were at times working until 8 at night in the dark on site to ensure they could start the next day, which goes to show that although we start at the same time as the rest of the Army, we don't always finish at the same time, something that often falls on deaf ears!!!. With lulls in the workload at times the boys often ventured to local tip shop.....now this isn't your average shop, where else could you buy two whipper snipper's and a lawn mower for around \$40 and all they needed was fuel? This became the local haunt and everyone had their pet projects, we had Rocket Rod build a 70 km/h pushbike using a whipper snipper motor and if he only rode in the compound it would have been fine, but the shops always beckoned, Glen was busy constructing a Go-kart/Buggy that would've given Rod a run for his money if he hadn't got the pox (chickenpox that is!), Wardy rebuilt his killer 50's ride on mower and picked up a trike for nix, Luke and Curls had grand plans for a 81 Z250 kwaka they bought out of the local rag and turn it into a trike...while Hatch AKA Darryl was busy buying every mower and whipper snipper that came in. Fergs was happy buying a \$15 mower for the wheels only, then realising it was better than the one he had back home!!, Batts felt left out so he decided to get something up and going and decided to start a Go-kart. The RPS weren't without their own projects, Fitz the mad Pom bought 2 BBQ's for \$10 and made one decent one, while Stevo did what he does best, consume every chocolate conceivable in the fridge and then start on the chips!!, I reckon Stevo paid for half of this years work function...good onya Stevo!

A couple of the boys had busy Christmas periods with the arrival of some new additions to their families, CFN Jack No5 in the 6th at Rosehill Murch had a son Leyland (not the P76 kind), Luke had a daughter Holly (wasn't allowed to put an "E" in it), the Boss is due in Oct, a boy also and Batts is due another boy around Nov/Dec. Ironical that greasers seem to have affiliations with cars when naming their children!!.

It will be sad to see the following members depart our illustrious workshop. CAPT Ian *Spreadsheet Nazi* Cook, ASM WO2 Laurie *Many hats* Wallace, the Ace has done every conceivable job in the Sqn, from SSM, in charge of IMT's, the training team to name a few....he basically kept the Sqn in order for most of the year. Laurie will be an asset to the camel jockeys in Pucka next year! SGT Matt *what do you know about back bearings and JJJ Burns*, Matt is off to 1 Field. SGT Bruce *Hows ya fatha* Ferguson is off to sunny Latchford on promotion, we're running a book on how soon he comes back from ALTC. CPL Ben HN51...*non production time* Carthew, Ben is off to 5/7th RAR (Mech).grrr like a tiger. CPL Wayne *If it moves I'll push it* Davis, Davo's off to 1 SIG Regiment on promotion. CPL Mark At least we had the ashes for 12 months Fitzgerald, Fitz is off to 10FSB.CFN Mick *Your as bright as Kamahl* Booker, Mick is off to 20 STA.

So as you can see there's always plenty of fun in the sun at 21....

ARTE ET MARTE

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ADFCAL DET

2006 is fast approaching its end and ADFCAL Det Amberley has had a very eventful year. The manning hasn't changed much; still with us are SGT Greig Hutton, CPL's Dave Booth, John Boxsell, Robert Gold, Martin Hutchinson, CFN's Scotty Spooner and Long Tran. Just like most units manning issues are becoming a problem and we will only have our SGT and 4 CPL's in 2007 as both our Crafty's are off to greener pastures at the end of the year. Scotty's off too yet another Cals spot in Darwin and Long to 4 RAR.

Before our annual pilgrimage to Nth Qld to calibrate everyone's equipment, we welcomed in John Boxsell and farewelled Andrew McIntyre. The event of choice was 9 holes of pub golf where we introduced John to some of the "holes" around Brisbane. Whilst Maca was the winner (because he was leaving) and Hutto a close second, by the last hole Boxy realised that he was too full (The train ride home allowed him to empty some of the contents).

The MCC was deployed up north to Townsville from the 1st of May to the end of July. Based out of 5 AVN REGT and 10 FSB calibration services were provided to all Townsville RAAF and Army units and the Navy base in Cairns. When the deployment up north was over, Rob and Dave were sent to Darwin to alleviate the shortage of manning by working in the Laboratory. Shortly after their arrival, the word was sent from Melbourne that they were to deploy on EX Predators Gallop 06. This posed a number of questions:

- 1 What vehicles were to be used? and
- 2 With what field gear?

After some careful planning the South Australian MCC was deployed from Bandiana and sent to Darwin with SGT Gerry Foran and CFN Tim Earle. Only Tim was to remain and deploy with Dave and Rob. Now with question No 1 answered, No 2 closely followed. EIR 1CSSB came to the rescue and kindly donated the field gear to make for a comfortable trip. The boys were ready to embark on the first field exercise in the history of ADFCAL.

On the 22nd Aug the MCC left Robertson Bks for the comforts of the Mount Bundy Training Area. The boys were able to refresh their military skills by digging holes, commanding patrols and participating in gun piquets. After two days they were finally connected to power and were able to start the task of testing the MCC in the field. All up the exercise was a success, we managed to overcome all problems and operate the MCC effectively in the field, and also slot into the 1CSSB tactical environment.

Apart from all mentioned above, nothing much else has happened, apart from the F-111 crash landing and its main wheel hitting a car just meters from our laboratory. So until next time....



ADFCAL Det AMB MCC

From Left SGT G. Hutton, CPL R. Gold, CPL J. Boxsell, CFN S. Spooner, CPL M. Hutchinson, CPL D. Booth, CFN L. Tran

TST B SQN 3/4 CAV REGT

The New Year was upon us, as were our new march ins to the troop. Included are the new Troop Leader, CAPT Will Viggers, ASM WO2 Ian Aitken, Vehicle SGT Jake Donnelly, Recovery SGT Pete Marron, CPL Neil MacMillan, CPL Fred Zukowski, CPL Rob Baumgarten, CFN's Steve Bernat, and John McClarty. Later to be joined by the notorious CFN Aaron Cracknell, PTE Greg Warland, CFN Ty Jackson, and even later on in the year with CFN Stuart Stephens. It was almost a whole new troop.

With the final year of the M113's in service, it seemed to be a reasonably slow year for TST, with the introduction to service of the Sun Bus Bushmaster mid year. First Ex of the year was Scorpion Crawl to be combined with Scorpion Walk. Nothing memorable came of this exercise besides the OJT CFN Salway getting all dressed up, and keen as mustard to attend the Star Homestead Dance. He was a little disappointed to find out it was cancelled due to a pack lift, (G'day Sal).

Preparing for the Brigade exercise was next main priority, besides organisation of the Sqn's 40th Birthday in June. With Sqn members on Bushmaster courses, and promotion courses, reacting faster than Batman to the Bat signal, these members were recalled from their respective courses to help save our neighbours and close friends in Timor Leste.

Half the Sqn, not to mention half the Brigade, were left in shock, as the news spread that B Sqn 3/4 Cav Regt were deploying.....with our APC's.



Some greasers pretending they know what they are doing

On route to Dili, CFN Aaron Cracknell left an unforgettable impression on the Northern Territory, mainly the Hidden Valley Tavern, where amongst a pub full of men, maybe one or two women (we were not too sure), he decided he would strip down to his birthday suit, and proceed to perform, possibly the first male pole dance the pub had ever seen. The locals must have known he liked VB as they began to throw full stubbies at him while he grooved away.

Once in Timor, the work load was slow to begin with, with only CFN Drew Twigg, and CPL Fred Zukowski, finding plenty of electrical and radio work to keep them busy. Then the servicing of the buckets began, keeping the greasers and arrrghPS busy. CPL Mick Garnham was also kept fairly busy, keeping up with mods on all the 9mm's, and as usual Recovery were left twiddling their thumbs, only there to make up the numbers for piquets.

Back in the homeland and the pace had died down for the year. With no vehicles in the compound, it was work parties and ASM's golf day. All the greasers leaving for Bushmaster courses, HQ TST leaving for the corps conference, while the ASM and CFN Peter McLeod dashing back to Timor, leaving us to fend for ourselves with no headshed.

This year we have lost CFN Steve Bernat, (RAAF), LT Luke Siwek (the dream posting, 3CSSB), CPL Lee Jones to the Ghan, CPL Mick Garnham (7 Fd Regt), CFN Drew Twigg (SASR), and CFN Todd Christmann (Discharge).



CFN Aaron Cracknell looking stunning as always

1st Aviation Regiment Ground Support Troop (GST)

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GST Personnel 2006

HQ

OC/ Little Arms, Big Heart/ 32 TA Sign Offs –

LT Rick Heinrich

Gnd ASM/ Padre/ Human Rights Advisor –

WO2 Bonnaine Stone

TP SGT / VM/ Bitch/ Enforcer/ Watch Dog –

SGT Mark Barnes **Vacancy 2007**

VEH

CPL Alison Bowring (Ali, Chocolate head, No Sh*t Dick....d)

CPL George Larnier (George, Don't you Fitter's touch my MIG!)

LCPL Justin Neilsen (Justin, Sub Unit PTI Nazi, YEAH YEAH YEAH)

CFN Daryl Cottingham (Sheriff, I am not a boffin but my head wobbles) **Vacancy 2007**

CFN Renee Fitzgerald (Chook, Yet to lift a tool in anger)

CFN Gary Robertson (Gus, gifted sportsman, chick magnet, needs drug testing for suspected performance enhancing drug use) **Vacancy 2007**

GE

CPL Ashley Neilson (Blue, not a chic magnet, taught Mick Dundee everything he knows)

CPL Fitt Armt **Vacancy 2007**

CFN David Day (DDay, should have been a VM with the amount of work done on his cars!)

CFN Simon Morrison (Morrie, Lefty Lucy Righty Tightly, NT's biggest Wheat Farmer)

EIR

CPL Andrew Schubert (Schuey, ACE I need more mirrors around and above my desk!)

CPL Tech Elec **Vacancy 2007**

CFN Tech Elec Sys **Vacancy 2007**

CFN Tech Elec Sys **Vacancy 2007**

CFN Jesse Post (Posty, ACE Schuey reckons Pert two in one will help with my hair!)

RECOV

CPL William Singh (Bill, Billy, ASMs Pit Bull, Epitomises the name Towrag!)

CFN Mark Ingleton (Ingo, what can I do now Bill, Bill, Bill sorry I forgot it was Saturday) **Vacancy 2007**

RPS

PTE Danny Rogers (Danny, No promotion for six months! Ah well she was worth it!)

PTE Travis Jenner (Jenno, can get parts, I love Steyr bolts)

PTE Stacey Youngs (Stace, no ACE that's not my mobile stuck to my car!)

A Soldiers View

The start of 2006 was on par with a day at the races, every body was elbowing for room to move, and no-one had any idea what horse we were following! With the amalgamation of 161 and 162 with GST

(ground support troop, fresh from Oakey) most people were getting a reality check when realising how many people actually made up GST. This effect was compounded by having to work out of 161's old workshop, which consisted of four vehicle bays with no front doors (which are fairly important when the rain comes in horizontal). Although this was only temporary, it seemed to drag out longer and longer as the handover of the new facilities was postponed.

However the long wait was rewarded with the handover of a top rate workshop. With eight vehicle bays and two GE bays, containing an overhead crane, two vehicle hoists, overhead POL dispensers and more compressed air points than any sane trady needs. It didn't take long for the new workshop to be christened with a bombardment of vehicles requiring repairs. Six months down the line, with the dedication of all the members of GST and many long days, we seem to have finally caught up with the majority of our work, and have finally had some time to reflect and realise how good the new facilities really are.

With some of GST moving on at the end of the year, we feel privileged to have been able to be apart of the big move and to have made a difference for the better (hopefully.....until someone else comes along and changes everything).



OC GST

GST has had a busy year to date, having consolidated ourselves at our new facilities at Robertson Barracks. With the move came a number of different ideas on how business should be done, prompting the ASM to go on the offensive with implementing procedures for workplace business.



As the year started to pass by, many of the guys were curious as to where our unit's bird of prey was. Not the Peregrine Falcon our boozier had voted into captivity, but the ARH Tiger helicopter. With many promises that it is coming we have concluded that we may not get to serve

along side this formidable machine for some time yet. No love lost, us steam types are more than happy with the land based equipment we deal with day to day.

Big thanks to all the guys who served in GST for 2006; it really has been a pleasure to work with you all. I believe this year has truly cemented the great pride that I feel for our Corps, the Royal Australian Electrical and Mechanical Engineers.

ASM's Word

G'day folks as with all workshops we have definitely been keep on keeping on providing a capability to the CO and the Army. This year has been more hectic than most for GST with the usual pineapples coming down range. Not because of exercises and deployments, but transitioning from Oakey and Townsville into the new facilities at Robertson Barracks Darwin. The move impacted greatly on GST's ability to sustain and maintain the Regt's equipments. It was a huge and at times frustrating journey moving facilities and equipment, not know-



ing what was where and who was who in the zoo! To the guys and gals credit they have hooked in and got the job done with minimal fuss (normal tradesman this is f..... was heard on numerous occasions).

GST is part of Technical Support Squadron (TSS) which consists of just over 100 personnel. The RAEME Aviation side is approximately 60+ personnel so we are a small Tp in the Sqn set up, but probably the loudest! Our Heirachy consists of a RAEME MAJ/OC/SMM (Steve Davis), EMEOPSO CAPT/Mover of Shims and Mirrors/Hub of the TSS wheel (Gary Lamont) and every crafties favourite SSM/Stick Wielder/Friend of All (Colin Smith).

As the year draws to an end I would like to thank my tradesman (this includes the girls) for their professionalism, can do attitude, and most of all their pride and respect of the RAEME ethos and mentality. I consider myself lucky to have had four current crafty of the year tradesman and the Northern Region Tradesman of the year working for me this year.

It has been an absolute privilege to work along side and lead tradesman who have a passion for the gear going out the gate! I know that under the new ASM Mark Barnes from 2007 not much will change on the ethos side.

Arte Et Marte

TP SGT/AASM/Bitch/Pineapple Manager

G'day from the TP SGT. This being my first posting to the AVN precinct (love that word), I was in for a culture shock. Whilst the tempo of the move to Darwin was pretty high, things seemed fairly relaxed once the guys got on the ground at RAAF



Base Darwin. Work was constant but not overflowing. Issues with computers (SDSS and printers) plagued our progress, but in true RAEME style we forged on and got the job done. Facilities at the RAAF base were less than flattering with a 12m x 6m WKSP to service and repair the Regiments equipment. Once we settled into the new facilities things started looking up. We have now allocated command of various repair sections to individuals and put processes in place to enhance productivity and reduce downtime. After several months of not having any computers or printers we are finally up and running. Backlog is at its lowest this year, parts are coming in, work is going out and the beers at the boozier are going down. Can't ask for more than that!

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Vehicle Section

This year saw the merging of 162 Recce Squadron from Townsville, 1Aviation Headquarters element from Oakley and 161 Recce Squadron RAAF Base Darwin, to brand new facilities at Robertson Barracks Darwin. This has formed 1 Aviation Regiment Ground Support Troop.

I was sad to see the end of 162 ground workshop. I scammed a trip to Thredbo, Ex in Newcastle and had a great workshop with CPL Col Goulding in charge and CFN Dave Raj and myself

as his crafties, unfortunately we were part of the Q-Store but working with Q's definitely had its advantages. We had a lot of fun while still getting the work done.

This year saw a major expansion of the Vehicle section team from the merge and also with ring-ins from other units. Vehicle section now comprises of SGT Mark Barnes, CPL Ali Bowring (ex 162 Recce), CPL George Larnier (ex 161 Recce), LCPL Justin Neilsen, CFN 'Gus' Robertson (1 Avn GST), CFN 'Sheriff' Cottingham (ex 1 Avn Oakley) and CFN Renee Fitzgerald (1 Avn GST).

Working in an Aviation Unit means unending compromising from ground support. The term 'if it doesn't hover don't bother' definitely rings true. There is a lot of frustration when it comes to getting Avo's to maintain their vehicles. They expect to be chased after and anything you ever teach them goes in one ear and out the other. As you might be able to tell there is a little bit of sand about working with Avo's.

On a lighter note we lost Renee for most of this year as she went off and had a healthy baby boy. Sheriff also saw the birth of his first child, a healthy baby boy. They seem to be multiplying like rabbits up here!

Gus managed to scam a couple of hockey trips this year. That boy loves his hockey, you could break both his legs and he would still find a way to keep playing.

Justin got to go and play bushtucker man for two weeks; he lost eight kilos but thankfully returned to us healthy and in one piece. From the sounds of his survival course war stories, the fatigue and hunger got to them all as he was found playing in the mud 30m from a four and a half metre croc. His croc watchers definitely should have got the sack. Apparently the presence of the croc made filling up the water jerry at times a bit hairy too.

We will unfortunately lose two vehicle section members towards the end of this year as George and Sheriff are discharging from the Army.

Next year vehicle section will only have Ali, Justin, Gus and Renee. Two chicks in one workshop! Could make for an interesting year! Heaven help Sgt Barnes who will be WO2 Barnes and ASM next year.

General Engineering Section

This year saw CFN (Morry) Morrison and CFN (Dday) Day join CPL (Blue) Neilson in running the General Engineering section, which until mid year was considered part of 1 CSSB by most pilots. Along with weapons, miscellaneous equipment and general repairs, the section was given the task of maintaining bulk refuelling assets for the Regiment. With little experience in this field it proved to be a major head f... at first, with the SME being CFN Morrison who had spent three months there as a ojt. Things only got worse when we found that there wasn't even an RPS for TTFAs and that the actual handlers (FARP), didn't understand how a servicing board worked.



The past eight months has been an up hill battle but we almost have the fuel dramas sorted. The new workshop like any new establishment has had its design faults but GE has managed to sort out a lot of minor problem which existed. In saying that, everyone agrees that it's far better than working out of a cage at the RAAF base.

In closing GE has handled the workload easily this year and managed to undertake a few jobs which were a little out of left field. One in particular will be on display at the opening of the 1st Aviation Regiments boozer, the Sundowner Club in October. Eight "Training Tables" will be on display for us to conduct lessons on whilst at the boozer.

Electrical, Instruments and Radio's Section

OUT ELEC, CPL DAVIS
IN BOFIN, CPL SCHUY SCHUBERT
ELEC, CFN 'POSTY' POST



Well what a start for the humble EIR section this year. For the 'New improved' EIR it started in March with the posting in of Schuy, while Ground Support Troop were still at the RAAF base. Ohh how sweet those first few weeks were. No big wigs to bother us....until we moved into our new facilities at Robbo. Production was fairly slow thanks to the well thought out facilities plan. While the buildings were sparkling new, someone took their time installing the network, therefore leaving us standing, twiddling our fingers for some time. Posty marched in at the start of May and thanks to Cpl Davis hard work (prior to departing), Posty wasn't as rushed as he could've been. Since settling in we've had our fair share of issues with everything from the odd big wig waltzing through, usual Q-store issues, to the fat truck not rocking up on time (sometimes not at all). Can't say we've sorted out the first two but I can say the fat truck issue is all sorted. The LT whipped up a one nighter in the scrub for us late April. That worked out fine with the CPL's running a few lessons and the diggers acting as section commanders for the majority of the exercise. With 1 Avn sending a detachment to Timor, EIR were kept fairly busy but only for a couple of weeks. Even though most of our field exercises were canned thanks to the Op Astute, our SSM come Trooper Smith kept us going through our paces with constant mill skills lessons. All the usual green stuff...yep he doesn't like to let the team down by leaving anything out. Mind you GST turned it on (lessons that is), just for the aviation guys seeing as they've never filled a sandbag nor dug a hole in their poor sorry lives. They left with added skills and sore hands thanks to exceptional instruction from GST.

EIR work wise, well what can I say! Elec side is up to scratch with Posty battling away against the evil forces of the Q-store as well as the operators. While we've seen Schuy in boffin land actually getting out of his air conditioned recliner chair inspecting gear out in the real world. Yep its true that he does do work apart from OH&S reports. There's no complaints from his department and that he wants to let the ACE know that all our DER's are blown but our time sheets are in for this week.

Recovery Section

Recovery has been ably led by the most experienced Recov

Mech and one of only a few remaining Vietnam Veterans in CPL William "Billy" Singh. Bill's offside is CFN Mark Ingleton who in the last two years has spent 60% of that time on course! Recovery has played a significant role in moving equipment into and around the new facilities. Recovery jobs have been continual throughout the year mainly to JLU and back, but they have also supported our brethren at Norforce when they can. Some of the odd recoveries done have been for the RAAF i.e.; truck broke down near Dundee beach, Okay is there anyone with it? No, its been there for three days now. HMMM maybe it's a caravan by now, or just a chassis! As the Wksp servicing/non tech managers the RM's have done an excellent job ensuring our equipment is up to date so that we can point the finger at others and know that our backyard is in order. Billy is moving on at the end of the year to 1 CSSB and I know that he will enlighten the young gentleman of Recovery Platoon on the finer etiquette of recovery life.



CFN Ingleton will be moving into Bill's position and it is well deserved.

From the ASM, thanks Bill it has been a pleasure to work with a soldier who has dedicated his life to the Army and the Corp and what it stands for. I implore anyone that comes across CPL Singh to sit and



listen to what he has to say and suck as much information and knowledge out of the man as you can, he is a rare breed; no nonsense, tells it how it is and just gets in and gets the job done without question!

Repair Parts Store

After enduring the move from RAAF Darwin to Robertson Barracks the RPS has successfully combined three warehouses (162, 161 and 1 AVN) to essentially have one super RPS with everything you could ever want for a military vehicle with over fifty bin packs and 10 cages of stores. All section members are pleased with the new facilities (its air conditioned) and are excited to be part of the Ground Support Troop. The RPS is comprised of three members PTE Rogers from 162, PTE Jenner from 161 and PTE Youngs from 1 AVN. After the initial establishment of the new facilities things have run smoothly this year in the RPS and we are looking forward to that continuing throughout the year.



10 FORCE SUPPORT BATTALION LAND FRG

GE SECTION LFRG

This year started well with a full compliment of Fitter's with the march in of CFN Daniel 'Dan' Sellers and CFN Adam 'Kinky' King. The year has had a reasonably high tempo in GE with CPL Grant 'Paddy' O'Leary still in charge and still waiting for a replacement SGT, CFN Mark 'Simmo' Simon has been working with Pet Ops to keep their equipment running. CFN Ben 'Johnno' Johnson is still hanging around having slotted into the admin CPL position and still looking after the OJT's, with Kinky taking over the role of Armourer in our flash new repair armoury that's shared with 3CSSB. CFN Michael 'Mick' Stanners and Dan are currently tackling any work on the workshop floor with CFN Robert 'The Beard' Selby was lost to Marine FRG for a bit of a skive, and CFN Gavin 'Griffo' Griffiths joining us from Marine to actually do some work.



During the year so far there's been the usual fun with maintaining shipping containers and weapons with everything coming up for annuals at once and a mad rush to have everything completed, as it is every year. Kinky and The Beard were given the task of setting

up the repair armoury. We have reverted to the previous system of calling jobs out of the main armoury, with the job of cleaning out and setting up was a big one as the repair armoury had only been used for parts storage for the last few years and is now set up with its own computer workstation and can be run as an individual section.

Most recently we participated in FRT training with the rest of workshops with all the boys performing well, especially as FRT's were new to a few of the newer march ins. A few highlights of the trip would be Dan's encounter in the middle of the night with the small Quokka nicknamed Bitey, convince that it was going to attack him. Our resident monkey man Simmo trying to get some sleep on the roof of the lathe shelter 20 feet off the ground before Paddy spotting him and shouting him down, and our fearless welder Griffo missing a track on an FRT and over shooting the location by a few K's. We also had the initial testing of the new weld pod which fits on the back of a 6x6 cargo was completely manufactured in house IAW TRAMM, contact the ASM for ECP (That's for the Metalsmiths). This has proven to be a great asset for forward repair and improve the capability of GE section.



EIR SECTION

The end of the year is in sight, and yes this year has been busy for 10 FSB EIR. Not long after CPL 'Agro' Holdway from Marine FRG returned from Op Pakistan Assist, he fled the coup and took a promotion as a civy. All the best mate, another good soldier gone. But his spot was left in good hands with LCPL Leggett, yes we said LCPL, taking over the reins. Congrats Gary. After his lengthy holiday because of knee surgery, the illustrious TELS section Commander, CPL 'Nigs' Caccianiga decided to return to work much to the delight CFN Gillies. Not long after CFN Matt 'Stewy' Stuart arrived from completing his OJT, he was whisked off to East Timor as the sole representative of 10 FSB EIR to look after 3RAR.

We welcomed in another new 'elecky' in August, CFN 'Sando' Sanderson who was quickly thrown in the deep end to look after EIR on FRT training after all the rank couldn't be bothered turning up. From all reports he did an outstanding job. SGT 'Wookie' Walkom, the CO of Chicken Nugget Friday, has maintained a high attendance rate much to the delight of his wife. Even doing overtime well into Saturday morning. CPL Shaw has taken on the role of taxi and recovery to cater for, what do you call it again Wook? PSSD or PTDS??? And last, but definitely not least, bringing up the rear as always, PTE/CFN 'Deano' Ninnies, who has completed 90% of his OJT signoffs before even starting the Tech Elec Course (which he finally got after many low flying pineapples). Also, a big thanks goes out to all the OJT's who have put in a lot of hard work in helping to keep EIR's backlog down.

We would like to farewell the following, CPL Shaw (21 Const SQN) and CPL Caccianiga (ALTC) and wish them all the best for the future. And to those left behind enjoy next year fellas.

VEHICLE SECTION

Finally after four months of having next to no one on the floor swingin' spanners; due to things like deployments, courses and leave; we have a full section again. But for how long? Only three months out of OJT CFN Richard George and CFN Warwick Low have their Mack codes which you could say doesn't happen very much considering the time spent in the unit. CFN Paul Snowdon is hardly ever here, he has to run out of leave days sometime. CPL Jase Lee, CPL Strozkiy and CFN Luke Gullison have all returned from their three month stint in Timor and they don't even have any good waries. Anyway even though there was stuff all people here we still managed to keep the jobs down to a manageable level. Even the staff seemed to spend a fair bit of time away, when they did CFN James stepped up and did a great job managing the jobs.



FRT training when comms go bad!



CFN's Rosman, James, Low & George

Just recently we deployed to HRTA for FRT training which was a learning experience for us new crafties especially when an EMEFIX was called in at the early hours of the morning. Lowy

learned that you

shouldn't laugh at someone who gets called out in the middle of the night because it may be you that has to go out with the other person. But that's just funny for the rest of us The DS kept us on our toes with some jobs out of the normal stuff we do in workshops like windscreen replacements and compressor rebuilding, even though that didn't go exactly to plan for the crafties that went out on the job. We even had our share of real jobs like the repair of a GMV side door due to Lowy leaving it open and going for a little drive in the bush. You can guess he didn't make it real far. The year is nearly over but there's still plenty of work to keep us going till next years episode starts.

35 WATER TRANSPORT SQUADRON

The last couple of months have been rather hectic with support tasks for Army Logistic Training Centre Maritime Wing, more sea trials with the Landing Platform Amphibious Watercrafts and the main exercise for the year, Green Anchor at Shoalwater Bay.

Green Anchor was a bit of flop due to the weather gods being against us, we were stuck at Mackay harbour for four days. When the weather finally started to come good, we all made a mad dash to the Whitsunday's to attempt to carry out some of the planned serials. CPL Shaun Thomas' boat, AB 1050, hit something hard (probably a rock or submerged tree) and reluctantly had to spend a day on a beach to do a prop change, with the assistance of CFN Gordon 'Tiny' Munro on the shark cat (aka water taxi). Whilst they were waiting for the tide to go out, a civilian photographer took a couple of shots that just so happened to end up on post cards. If you ever see these contact CFN Munro for the appropriate amount of beverages. Apart from that CPL Dan Mastalerz (AB1059), CPL Trev Keenan (AB 2000) and CFN Rodney Beaman (AB 1063) had only small dra-

mas with the boats. I might just add, the fishing wasn't all that good with a few small tunas and a couple of legal mackels.

CFN Des Dooley has successfully completed Sub 1 for CPL and will soon be at the dizzying heights of LCPL. CFN Colin Callison is deployed to the Gulf of Carpentaria on AB 1053 as is CPL Jason Peterson who is supporting 36 WTS out of Darwin. CPL Sean Bevan is still trying to get his LPAW (AB 2002) to do what it is supposed to and SGT Mat Grieshaber and LT Josh Johnson are unsuccessfully trying to keep us all in line with PTE Bronwyn Wood leading the way with all MIMS type stuff.

Apart from that, all is going well and the rest of the year is not defined yet with a few unconfirmed tasks and fishing trips.

OP ASTUTE

Late May 10 FSB sent at short notice a small detachment from the LSC workshops to support 3CSSB in Timor Leste. The team was WO2 Robertson, CPL Lee, CPL Strozkiy, CFN Gullison, CFN Mordike (all VM's) and CFN Stuart (sparky).



Removing the mast from the SMV

Once in Timor the group was split up, with CFN Stuart attached to 3 RAR at the Helipad, CPL Strozkiy attached to 3CSSG at 'Chavel Barracks' and the rest were stationed at the airport. The airport team were supporting 10FSB's MHE that was sent over which included Manitou's, a CAT Telehandler, a Tadano, Pacific Forklift and an SMV.

The airport team were kept busy most of the time as the MHE was used day and night. The team made themselves available 24/7 to keep the equipment online under arduous conditions.

A testament to the skills and capabilities of the mechanics was shown when the Manitou broke down. It was diagnosed with a circuit board failure, but with no parts available, the mechanics removed the board and did an excellent soldering repair job to get the equipment up and running until a new board arrived. Other support elements wanted to take over control and repair 10FSB's specialist equipment but with their lack of technical knowledge they were kept to the challenge of maintaining blown globes in Rovers.

Most of the team returned home late August, with many stories to tell the hierarchy about the other RAEME elements. They took a well deserved two weeks break and are now ready to take on the next challenge.





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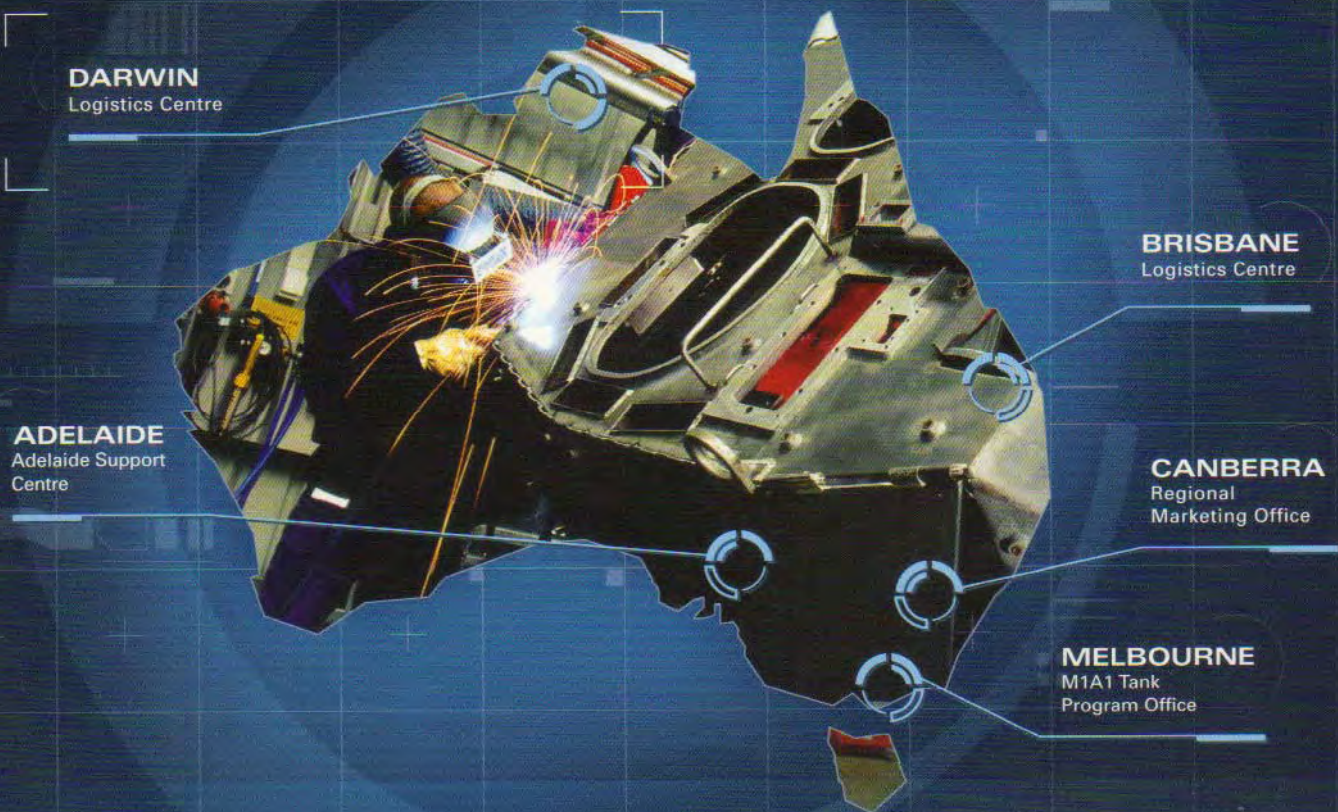
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