



RAEME | CRAFTSMAN

The Corps of Royal Australian Electrical and Mechanical Engineers

Issue No. 67 2015



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RAEME CRAFTSMAN
 The Corps of Royal Australian Electrical and Mechanical Engineers

Issue No. 67 2015

Front cover: LTCOL Colin Blyth (CO ASEME) gave a farewell speech and congratulated Mr Kevin 'Sobby' Bannerman on his retirement after 46 years of ARA/APS service to the Fitter Armament trade and RAEME. In the last 27 years he had taught approximately 5,400 students in the trade.

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Head of Corps

BRIG Haydn Kohl

Ladies and gentlemen of the Corps,

This is my first opportunity to write to you all as the new Head of Corps for RAEME. As you would expect, I am immensely proud to have been selected by the Chief of Army to take on this role as I have proudly worn the RAEME hat badge since I graduated in 1989.

As the new Head of Corps, I immediately want to recognise my predecessor, Brigadier Andrew Mathewson, for his tireless efforts as Head of Corps and thank him for all his work, especially with his support for the Corps History Book and his work on Plan PELICAN.

I am very conscious that most of my Head of Corps team are volunteers or undertake their Corps roles as extra-regimental appointments and as a result they are always balancing Corps duties with their 'day jobs'. Nonetheless, I know they are working hard on your behalf to position the Corps as best they can for the new equipment entering service and the changes to the Army structures arising as a result of Plan BEERSHEBA and the recent CSS CONOPS.

As some of you would be aware, I am currently the Director General Land Vehicle Systems within Land Systems Division. In this role I am well placed to appreciate the impact of the new equipment being introduced and I regularly meet with industry representatives regarding opportunities to improve the way we support and maintain equipment.

However, I also know that there are a lot of experienced and

intelligent people across the Corps and so I relish the opportunity to hear your thoughts during my visits to ensure that any decisions affecting the Corps are based on the realities of contemporary operations.


My first major activity as Head of Corps will be to attend a Corps Committee meeting at Monegeetta Proving Ground. I have purposely chosen this location as Monegeetta is a unique capability in Australia as it is a 'one stop' shop for testing land equipment to ensure its suitability for use in service.

One of the key agenda items for our meeting will be Plan CENTAUR and I urge all of you to take an active interest as Plan CENTAUR unfolds as it is our opportunity to better the Corps and ensure we are best place to support the Army in the 21st Century.

Finally, I must take this opportunity to thank Brigadier Ross Grant (Ret'd) and his team for their stellar effort with the Corps History Book. The book launch at the Australian War Memorial was well attended by both serving and retired RAEME officers and soldiers from across Australia.


The Chief of Army kindly gave the keynote speech, which was well received by all those present. Book sales since the launch have been outstanding with over 50% of the books having already been sold. So, if you want a copy then I recommend you get in quickly.

Arte and Marte



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Deputy Head of Corps (Ground)

LTCOL Colin Blyth

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

2015 commenced with a clear focus on the logistic corps' developing a combat services support (CSS) concept of operations (CONOPS) that could enable a "deployed brigade in the fight". Culturally this was an enormous task, as it required individuals and organisations to question what has for over 30 years become the status-quo.

For Plan Beersheba to succeed, RAEME was forced to challenge our desire to perform all maintenance by, and within, the battle group. While this approach had delivered some success on bespoke operations and when fighting the wars of High Range, Shoalwater Bay, Mount Bundy and Cultana, it cannot sustain the tempo required of integral maintenance assets manoeuvring to, and contributing to "the fight". Hence, the maintenance effect became the early critical path to a functioning CSS CONOPS. Key tenants that underpinned the maintenance CONOPS are:

- If a capability would always be allocated to a supported unit, then the capability should reside in that unit
- Two (2) hours maintenance (per task) at integral. Eight (8) hours at close.
- Standard FRT (ECNs 146, 229 and 421)
- Maintenance principles derived for prescribed specialist equipment (PSE) should only be applied to those equipment that reside in a single unit
- All trades can compete for any ASM position
- Production Clerks are essential (Army Recourse and Capability Management Committee (ARCMC) subsequently endorsed ECN 229 to fill production clerks in CSS CONOPS endorsed establishments)
- Robust Repair Parts Scales (RPS) and equipment pools are critical to effective maintenance

In parallel to Army implementing the new CSS structures, PLAN CENTAUR will review ground maintenance. This focus on maintenance provides a once in a generation opportunity to reinforce policy, standardise procedures and institutionalise effective maintenance practices that support a deployed brigade fight and mitigate structural weakness during force generation. For example;

PLAN CENTAUR outputs may be as varied as the provision of posters, for display in every workshop, detailing Army's maintenance process (including requesting/returning RPS, accessing repair pools etc) and the introduction of a single solution for contracted labour support in lieu of JLC, Brigade Labour hire and CASG OEM contracted support.

The DHOC tour in Apr – May, was an excellent opportunity to see and understand the issues that Corps members find the most challenging. While perennial issues of tool boxes, drivers licences, RPS and the TRF were raised; the overwhelming feedback suggests many in the Corps are tired and there is a level of frustration with leaders' capacity to manage the tempo, time taken to remediate gaps in capability, especially with new fleets (For example; Land121 / G-wagon / trailers), and hollowness at the SNCO / WO2 levels.

The upside is there are more soldiers than positions, who if led well and provided with meaningful work will, in time, remediate the gap at SNCO / WO2.

The quality of tradesperson currently graduating is excellent; when benchmarked against their civilian counterparts at a recent Workskills Australia Competition Trainees topped the three (3) sections entered. Notwithstanding, ASEME continues to investigate ways to shorten training time without trading off technical depth or the development required to succeed as a professional soldier, including individual and organisational resilience.

The first initiative is the single A-Veh course which will train ECN 229, Vehicle Mechanics, to perform medium level maintenance on the four (4) A-Veh platforms in 52 days; a 50% reduction in training time. This course and others in planning will provide Army with better trained tradesmen/women, save resources and provide greater flexibility in the employment of RAEME technicians.

In closing, I would like to acknowledge my predecessor, LTCOL Dave Phillips, who was recognised in the 2015 Queens Birthday Awards for his outstanding performance as CO/CI ASEME and DHOC Ground. Lastly, many thanks to the outgoing Corps and ASEME RSM, WO1 Craig Webb, who has made tremendous advances in improving the culture in ASEME through his personal commitment to produce highly proficient technicians who are also excellent soldiers.



Deputy Head of Corps (Aero)

LTCOL Rob Boughen

RAEME tradesmen (both ground and air trades) working as part of the Aviation Capability continue to do their part in the generation of Aviation Effects for the Operational Commander.

It is pleasing to see that RAEME personnel continue to have a major part to play in addressing the issues with the further expansion of both the ARH and MRH-90 aircraft roles and operational capability.

Furthermore with the transition from CH-47D to CH-47F we will see, at last, a domestic technical training capability enabling an Ab-initio training continuum for that platform.

Ultimately RAEME tradesmen continue to provide essential support to domestic aircraft operations whilst reposturing our capabilities to support Aviation Operations based around Plan Beersheba and LHD.

Plan Pelican remains the key activity within RAEME Aviation aimed to focus maintenance effort within the capability. It aims to achieve this in three broad themes: Optimising the amount of maintenance to be completed; Targeted reduction of the 'overhead' otherwise occupying the maintenance workforce; and Introduction of a culture of Maintenance Workforce Flexibility allowing a commander to reassign available workforce to the prioritised maintenance workload.

Significant inroads have been made so far in analysing the ARH

and MRH systems so that maintenance policy can be optimised. Furthermore, low reliability systems have been targeted for engineering review with the aim of reducing failure rates.

Work continues to define the methodology in which the capability wishes to apply its workforce to the workload. Once this and the Capability Requirements (WRT Training) are defined – the training continuums will be adjusted to match. The Training System aims to conduct focussed trial courses next year as part of the preparation for Ex Vigilant Scimitar.

These courses are aimed to enable RAEME tradespeople proficient in generating both Certification and Conduct of Maintenance effects on their current platform to be 'recycled' to generate a Conduct of Maintenance effect on an alternate aircraft type. The success of these trials hinges on the culture of the capability engaging with the trial intent.

Members of RAEME continue to face challenging conditions with a positive and effective work ethic which is keeping Army's aircraft flying. RAEME tradesmen are responsible and should feel proud of the positive results that Army Aviation achieves.

Arte et Marte.

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S02 Corps Report

MAJ Bill Myers

MAJ John Halstead had the S02 Corps position up until July this year when he separated from the ARA and moved across to the Reserves to work with BRIG Dave McGahey on Plan CENTAUR.

John has just built a new home up near Bundaberg QLD and he and Glenda are enjoying being closer to children and grandchildren. I owe a great debt of thanks to John for his efforts in 'showing me the ropes' on how the HOC Cell operates. Thank you John!

I took over from John just as the Corps History Project books arrived and the distribution of the books to their rightful owners began. BRIG Ross Grant (Rtd) has written an article on the official book launch at the Australian War Memorial on the 9 Sep 2015 where LTGEN Angus Campbell (CA) was the guest speaker.

The Corps Committee met at the Monegetta Proving Ground just north of Melbourne on the 15 Oct and spent most of the morning

discussing various Corps issues. The meeting was chaired by BRIG Dave McGahey who welcomed and congratulated the new HOC BRIG Haydn Kohl and the RSM designate WO1 Rob Turnbull on their respective appointments.

The New Year has MAJ Sarah-Jane 'SJ' Aitken being posted into the S02 Corps position which will be a real boost to the RAEME HOC Cell. "Welcome SJ". This will allow me to move back to the S02 Heritage position in 2016.

In closing I must thank WO1 Dave Clarke (ARes) for all his help this year. Without his assistance as the Editor of this magazine, his knowledge and experience of the RAEME Corps Awards process, the last six months would have been very much tougher for me. "Thanks Dave!"

Arte et Marte



Corps RSM Report

W01 Craig Webb

It is with some sorrow that I write my final article as the RAEME Corps RSM, however; I have enjoyed my time and am confident the Corps has moved forward during my tenure. I will be handing over to Warrant Officer Class One Robert Turnbull and I wish Rob all the best. I am sure the Corps will be a better place at the conclusion of his tenure.

The RAEME Corps motto 'by skill and by fighting' continues to define the Corps. As I move around the Brigades and speak to officers and soldiers of the Corps we enable, they rarely fault our technical skills and have nothing but praise for the standard of Craftsman and Craftswoman, but sometimes highlight deficiencies in our soldier skills. While esprit de corps is the backbone of RAEME, we need to ensure that we can deliver the correct balance between trade and fighting skills.

It has been an enduring debate – what comes first? The soldier or tradesmen? An answer that is acceptable to all is unlikely to be forthcoming. As such, I believe there is no good having outstanding tradesmen if they are not also excellent soldiers; for when the battle is over a tradesman needs to have survived and to be able to employ their trade skills.

During my tenure as Corps RSM, I have discussed with many soldiers the issues they believe impact the Corps. I have also raised my three focus areas that aim to leave the Corps well positioned for the future. They are:

Use your rank. The rank we wear is a privilege. With that privilege comes responsibility and we must all strive to maintain a high standard in order for the rank to be truly effective. We need to ensure the Army value of "mateship" is used rather than friendship as the latter often undermines our purpose. Using and respecting rank, results in us respecting each other, the Corps and the Army.

Honest reporting. We must always provide frank and honest feedback to our subordinates, peers and commanders. The only way for a member to improve performance is to understand their shortfalls and failings. If we do not enforce the standard, we should not complain about the quality of soldier (or officer) that we are required to work with or for. A below standard individual will have an impact on the entire workshop or sub-unit.

Be proud. When individuals lose the pride and passion expected of a soldier, they in effect, no longer wish to be part of the system that is RAEME or the Australian Army. Whether for work, social, or personal reasons some soldiers do not enjoy soldering anymore. The individual must understand that simply being just a tradesman or tradeswoman, or offering to only serve as a state or city based soldier (i.e. Brisbane Soldier) is neither accepted nor adequate.

In RAEME we all need to be Australian soldiers and tradesmen/women that are committed to delivering capability to the Corps. Identifying and encouraging individuals who no longer wish to fully commit to their responsibilities to start the next phase of their careers must be a priority for leaders at all levels.

By no means am I suggesting the Corps is in bad state; more if we focus on the above points the Corps will be greater.

It is an exciting time for the Corps currently. Plan Beersheba has seen capabilities moved around Australia, including the integration of armoured vehicles into 3 and 7 Brigade. Shortly new maintenance and logistic element structures will be put in place following the

endorsement of the CSS CONOPS, which for RAEME will, if manned, provide robust workshops in integral, close and general units. It was a wonderful experience to be part of planning group, with some of the Corps senior leaders, to forge a path that will ensure the Corps is well placed to respond to future challenges.

RAEME Aviation continues to implement Plan Pelican recommendations to allow for processes to be streamlined to ensure Army can maintain its rotary wing capability within the operational construct and future structures.

Ground RAEME will undertake a similar review – Plan Centaur will commence in earnest in 2016 to ensure processes, procedures and capabilities are designed to deliver the maintenance effect required to enable Plan Beersheba.

At the school of ground RAEME we are streamlining courses to ensure tradesmen and tradeswomen are able to provide the capability required, while removing training repetition and in some instances over training. The aim is to prepare tradesmen and tradeswomen that meet Army's needs with a reduction in training time / resources. The first phase is the implementation of a single A vehicle course for ECN 229, Vehicle Mechanics, which has combined four (4) platforms into a single course – reducing training time by over 50%.

Finally I'd like to thank those people who have supported me during my tenure as the Regimental Sergeant Major of the Corps of The Royal Australian Electrical and Mechanical Engineers. It has been a privilege and an honour to fill the role for the last three (3) years and I wish W01 Rob Turnbull the best for his tenure. Thanks to all Head of Corps members, past and present, who have assisted me in the performance of my role.

As I take up my appointment as RSM of the 1st Combat Service Support Battalion, I am very proud to be wearing the RAEME badge on my slouch hat.

Arte et Marte

Incumbent Corps Regimental Sergeant Major



I am both honoured and proud to be appointed as RSM ASEME and RAEME Corps RSM as of January 2016. It has been an ambition of mine since selecting to become regimental, to return to ASEME as the RSM.

I would like to thank the outgoing RSM, Warrant Officer Class One Craig Webb for his hard work and commitment which has allowed him to hand over ASEME and the corps in very good order. I look forward to fulfilling my responsibilities as RSM ASEME and as your Corps RSM. I also look forward to meeting many of you during my visits as Corps RSM.

All the best to you and your families for the upcoming festive season; enjoy the break and return to work safely in 2016, ready for a productive and rewarding year.

Arte et Marte
Warrant Officer Class One Robert Turnbull



From the Editor

W01 Dave Clarke

With the shortage of manning in the RAEME HOC Cell this year I was drafted in to do some Reserve work and assist with a few of the issues the SO2 Corps was too busy to get to. One of these was the editing of articles for the 2015 RAEME Craftsman magazine.

Although we were a bit light on for articles this year, those we received were of a high standard and are very interesting. There is an article on Plan CENTAUR; as most of you should be aware of by now, it will look at how RAEME Ground Trades are going to do business in the future. A future which includes challenges such as Plan BEERSHEBA with Armoured Cavalry Regiments, Amphibious Capabilities and a plethora of new equipment that is being introduced under LAND 121 and LAND 400.

I'd like to thank BRIG Ross Grant (Rtd) and his team for their efforts with the Corps History Project. It was a high point of my time with the HOC Cell to be able to attend the launch at the Australian War Memorial (AWM) in September. It was also a great opportunity to catch up with all the past and present members of the Corps that were in attendance. There is a short story on the book launch as well.

A highlight of the book launch was MAJ Ian Cooks reading of LCPL Hector Cornish's story from World War One (WW1). Being the Centenary of ANZAC, we thought it was appropriate to put in a story of one of our WW1 fallen heroes. MAJ Cook has spent a great deal of time and effort putting this story together, to the extent of going

to the AWM at 10:30PM, to take the photo of LCPL Cornish's name in lights on the front of the AWM for 30 seconds. I thank him for his efforts.

We don't have any articles from current operations. However, there are two interesting stories detailing RAEME's involvement in the Battles of Long Tan and Binh Bar.

There are interesting articles from LAND 121 with an update on the new PMV-L Hawkei, an insight into Monegeetta, and a story on ARH first flight over foreign soil from a RAEME perspective.

We are very light on for Unit Jotting this year, so I urge all OCs/ASMs to make a mental note to designate someone to tell us all what's going on in your workshop next year.

We've also included some awards, retirements and deaths. Unfortunately, due to privacy laws we are no longer able to get lists of members that have retired from DOCM or SCMA, so if you would like your service recognised please let us know by sending an email to the SO2 Corps MAJ Bill Myers. Also, we have received a number of emails of members that have passed away. Unfortunately, the detail in some of these emails is very light on. If you're sending us information please provide us with enough information so that we can do the member's memory justice.

I hope you enjoy this year's RAEME Craftsman Magazine.

Republic of Vietnam Cross of Gallantry with Palm Unit Citation awarded to the 1st Battalion, The Royal Australian Regiment

Australian Defence Force (ADF) members who served with the 1st Battalion, The Royal Australian Regiment (1RAR) in Vietnam 50 years ago have been recognised with the Republic of Vietnam Cross of Gallantry with Palm Unit Citation (CGWP).

The Governor-General, His Excellency General the Honourable Sir Peter Cosgrove AK, MC (Retd) has formally approved the awarding of the Citation in recognition of the military assistance provided to the former Republic of Vietnam while under the operational command of the United States 173rd Airborne Brigade.

Parliamentary Secretary to the Minister for Defence, Darren Chester welcomed the decision.

"I am delighted to confirm that the Republic of Vietnam Cross of Gallantry with Palm Unit Citation will be awarded to members of 1 RAR," Mr Chester said.

"This decision follows a three year review by the Defence Honours and Awards Appeal Tribunal who determined that the awarding of the Cross of Gallantry with Palm Unit Citation was intended not only for the 173rd Airborne Brigade, but also the Australian forces who operated under their command."

"This award finally acknowledges those Australian soldiers and recognises the important contribution they made 50 years ago."

In May 1965, the Australian Government agreed to provide military assistance to the Republic of Vietnam. Initially, 1 RAR was restricted to operating in the Bien Hoa tactical area of responsibility (TAOR). When the 173rd Airborne Brigade deployed to operate away from Bien Hoa, 1 RAR was left to conduct operations within the Bien Hoa TAOR and to provide defence for the air base. However, on 30 September 1965 the Australian Prime Minister agreed to lift the restrictions on the deployment of 1 RAR.

For the remainder of their tour of duty in Vietnam, the members of 1 RAR served alongside the other units of 173rd Airborne Brigade on every operation and became the third battalion of the Brigade.

1 RAR participated in seven operations with 173rd Airborne Brigade between 5 May 1965 and 31 May 1966 that were referred to in the citation that awarded the Republic of Vietnam CGWP to 173rd Airborne Brigade.

About the Republic of Vietnam Cross of Gallantry with Palm Unit Citation

The Citation was awarded by the former Government of the Republic of Vietnam (South Vietnam) to specific military units that distinguished themselves in battle.

To be eligible for the CGWP members must have served in Vietnam under the command of 173rd Airborne Brigade from 5 May 1965 to 31 May 1966 in one of the following units;

- 1st Battalion, The Royal Australian Regiment
- 1st Armoured Personnel Carrier Troop RAAC
- 105th Field Battery, RAA
- 3rd Field Troop, RAE
- 161st Reconnaissance Flight, AAAVN
- 1st Australian Logistic Support Company
- Battery Section, 4th Field Regiment Light Aid Detachment RAEME (and redesignated in country to 105th Field Battery Section, 12th Field Regiment Light Aid Detachment RAEME).

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Vale Notices

VALE Blair 'Chesty' Bond

Blair (Chesty) Bond, (9th intake) VM passed away on 1 Apr 2015.

His wife Irene wanted everyone to know that Chesty treasured his time with his Army mates and constantly relayed stories and ditties so that Irene felt she knew all his mates. His time in the Army was special and he truly treasured it and their whole family knew it. Irene wanted everyone to know that the true mate ship Chesty really knew he had, was important to him and to his family.

Farewell to our mate 'Chesty' Bond may he have eternal peace.

VALE Sidney Cheeseman AM

242574 Major Sidney (Sid) Cheeseman (5th intake) passed away March 2015 in Sydney from heart problems.

Served in SVN with ALSC in 1965/66 and 101 Fd Wksp in 1966. Sid was awarded the AM in 1982 for exemplary service as the OC of 1 Watercraft Workshop Woolwich. Sid was the author of the book "From Boy to Soldier" which dealt with the early Army apprentices at Balcombe. Sid was a member of the RAEME Association NSW.

Sid is survived by his wife Michie and sons Ken and David.

VALE Dennis James Dawes

Dennis James Dawes passed away peacefully on 06 Apr 2014, aged 75 years.

Loved husband of Edna. Loving father of Brian, Alison and Christopher.

Rest in Peace.

VALE Elisabeth (Liz) Anne Dockray

Elisabeth (Liz) Anne Dockray passed away on 27 August 2014, aged 62 years.

"Liz" was a Res/CMF RAEME soldier who served at Bulimba for many years. Her husband Nev also served at Bulimba.

Loving Wife to Neville, Mother and Mother-in-law of Toie and Jess, and Loving. Grandmother to Tyarra, Larni, Zavier and Jack.

VALE Ron 'Scrubby' Dyne

LTCOL Ron Scrubby Dyne (retd) enlisted on 3 Jan 1962 (17th intake) VM. He passed away on 20 Feb 2015. Ron provided 31 years of exemplary service to RAEME and the Army, which included an operational tour to Vietnam with 102 Fd Wkps and overseas service in PNG and Thailand.

Throughout that service starting with apprenticeship as a vehicle mechanic in RAEME and then through his commissioned years culminating with his pivotal role in people management for three generations of RAEME Engineers, Artificers and tradesmen, Scrubby served with distinction, he had a first class analytical and organisational mind, an incredible memory for people, a ready dry wit, that laconic "bushy" manner, he was tall, very strong and resilient, he was an excellent leader, a mentor, and for 15 year as the personnel planner for RAEME a selector and developer of talent.

Ron is survived by his wife Dulcie, his daughter Eileen and son Gavin.

VALE Wayne Gerhardt

Wayne Ramon Gerhardt passed away on 14 September 2014.

May he Rest in Peace.

VALE Austin 'Aussie' Hogan

Major Austin 'Aussie' Hogan (Rtd) OAM, passed away on 13 March 2015.

Austin passed away at St Andrews Hospital at the age of 87 years.

Much loved husband of Janet.

VALE Mick 'Squeak' Jordan

44629 CFN Michael Stephen Jordan RAEME (23rd Intake) VM enlisted January 1968.

Passed away at Naracoorte SA on 5th October 2014.

VALE Ron Kern

Ron Kern (Art Elec) passed away on 4 Mar 2015 in Henty NSW.

Rest in Peace.

VALE "Curley" Curtain

Curley was a 7th Intake VM who spent many years as an instructor at RAEME Training Centre.

VALE Gary Matter

Gary Edward Matters Passed away peacefully on 28 October 2014, aged 61 Years.

Dearly loved Husband of Gay. Loved Father of Ben. Beloved Son of Gwen and Eric.

VALE John 'Jock' McWhinney

John McWhinney (10th intake) Blacksmith passed away on 16 Mar 2015.

May he Rest in Peace.

VALE Roger Parsons

Roger Glen Parsons passed away on 10 August 2014.

Enlisted into the Army Apprentice School in 1963 at age 15 as a vehicle mechanic. Joined RAEME and served 2 tours in Vietnam with the 102 and 106 Field Workshop in 1967 to 1969.

Much loved husband of Veronica.

VALE Les Prendergast

Les Prendergast was tragically killed in a vehicle accident near Kingaroy.

Les served with 2AOD in SVN during 1969 - 70 as a Private in RAAOC. He transferred to RAEME after SVN. He completed 20+ years service and was President of the Bell RSL.

VALE Todd Redgwell

Todd Redgwell (46th Intake), B Coy, 5 PLT VM passed away on 20 Feb 15.

May he Rest in Peace.

VALE John Ring

John Ring (8th Intake) TELS passed away on 29 Mar 2015.

He had been ill for some time and eventually succumbed to Parkinsons Disease.

May he Rest in Peace.

VALE Michael Studeman

Michael Studeman passed away on 19 Sep 2014.

May he Rest in Peace.

VALE Edward 'Ed' Trickett

17780 Edward Robert Trickett passed away on 06 Aug 2014.

Ed was the sheet metal worker at 5 Base Workshops for many years. Ed served with 182 Recce Flt in Malaya from 06 April 1968 as a craftsman Airframe Fitter.

He is survived by his wife Trish.

VALE Gary Van Stam

313182 Cpl Gary Van Stam (24th intake) passed away on 3 Oct 2014 aged 62.

Gary served with 3 Base Wksp, 1 Armd Regt Tech Spt, 1 Tpt Sqn Wksp. Loving Partner of Tricia and devoted Father of Jason, Jeanette, Danny, Amber (dec'd) and Georgina. Doting Opa and Pop to all of his Grandchildren. A cherished Brother, Uncle and Friend to many.

May he Rest in Peace.

Vale Wayne 'Vic' Vicary

Wayne Vicary (38th intake) VM, 2 Pl, A Coy, passed away on 18 Feb 15 from complications of heart surgery.

He was a real character to have in the Workshop.

RIP Wayne.

VALE Gary Woods

Gary Trevor Woods (9th intake) VM passed away on 15 Nov 2014, from heart complications.

Gary was a brilliant tradesman, who worked for SMEC in places world-wide, as their Senior Engineering Mechanic. He also owned several businesses in later life in the NT. After retirement, he and Janice spent most of their life caravanning around this beautiful country of ours, catching up with friends and enjoying life to the full.

He will be greatly missed, not only by his family but also his many friends.

Editor's Note:

Apologies for any inaccuracies or omissions. These notices are compiled based on emails sent to the RAEME HOC Cell. The detail supplied varies greatly.

The ANZAC Centenary in Albany

CFN Alex Ravine

At dawn on the 1st of November 1914, Albany was the gathering place for a convoy of 32 transport ships and four warships. Marking the start of Australia's direct involvement with the First World War, their task was to carry 30,000 of the first soldiers from Australia and New Zealand. Bound for the battlefields of the Western Front and Gallipoli, these were the first ANZACS.

This year marked the 100th anniversary of this event, and visitors from around the country came to Albany to be involved. An estimated 70,000 spectators were there to witness the commemorations; the last time that many people were there was for the original departure in 1914.

This year's events began on the 31st of October, with a ceremonial sunset parade conducted by the Royal Australian Navy. The service included several performances from the RAN band highlighted by the Beat to Quarters, a rifle volley and firing the evening gun, before saluting the lowering of the flag at sunset.

The next morning was the main event, the troop march. We followed the footsteps of the ANZACS by parading along York Street, the main street leading through Albany down to the water. Marching at the head of the division behind the Army Banner were 100 plus ADF personnel, with 13th Combat Service Support Battalion at the front.

Amongst the contingent from 13 CSSB were eight members of the 113 Workshop Company, pictured afterwards in front of the GMV. Following on were soldiers from 11/28 Battalion, 16 Battalion, 10th Light Horse Regiment, 109 Signals Squadron, and veterans and other service personnel. A flyover from four of the Royal Australian Air Force's PC-9s added some extra flair to the event.

The feeling of being part of such an important event was humbling to say the least, and the connection of marching down the same street, amongst many of the same buildings that the original ANZACS did 100 years before was amazing. The vibe of the town was incredibly positive; the streets were filled with supporters from all across the country and from overseas, with the Australian Prime Minister and delegates from New Zealand, France and Japan present as well.

Giving the eyes right to the Governor General, Sir Peter Cosgrove AC MC was a particular highlight, as was being fortunate enough to



have the honour of donning the white gloves and handling the Army Banner before the parade, when it was on display at the Albany depot. The march was televised live nationally, and from all reports the marching was to a high standard. Everyone who marched felt especially proud to be involved.

Following the march was a sail past of the *HMAS ANZAC*, *HMAS Arunta*, submarine *HMAS Rankin* and HMNZS Te Kaha, where they ceremonially sailed out of King George Sound in convoy, following the path of the original convoy 100 years before.

The City of Albany did an outstanding job of putting on a show for the whole country, with massive community support and the population of the town almost doubled for the weekend. The shopfronts were all displaying messages about the ANZACS and uniforms from the past.

In the evening the Albany council put on a free concert, which included performances from Dan Sultan and the Waifs backed up by the West Australian Symphony Orchestra, and punctuated with a flyover from a RAAF C-130 Hercules..

Following the march we were given the opportunity to enjoy the festivities, and all the workshop members had a quiet beer together in remembrance of the ANZACS. It was high in our minds that if we were born in a different time, we could all have been among the soldiers marching down to board the ships. To leave Australia and fight, and maybe not return.



Anzac Day, Balikpapan, Kalimantan, Indonesia

Balikpapan, now a thriving Oil and Mining infrastructure hub in Kalimantan (Formerly Borneo) was also the location of was the last major amphibious landing of World War 2 and the largest ever involving Australian Forces.

Soldiers of the Australian 7th Division landed at Balikpapan on the 1st July 1945 with the need to capture the oil port and the two Japanese Airfields.

240 Australians lost their lives with 669 injured or wounded. All major objectives were secured by the 9th July but patrol level clashes continued until the end of the war on the 15 Aug 1945.

Today, those sacrifices are remembered every Anzac Day with a Dawn Service held on the key defended position at that time "Pasir Ridge" and alongside a the partially recovered "Matilda" tank.

The Anzac Day Service, Gunfire Breakfast and later the now traditional AFL Borneo Anzac Cup (Yes AFL) is a key date in the Balikpapan Calendar with attendances averaging 250 people every year.

The task of conducting the Anzac Day Service has had a significant RAEME influence for over 15 years. The first RAEME involvement was with Warrant Officer Class One (Rtd) Bond OAM.

For the past 12 years, Ex 2 CAV Regt ASM Russ Wood and Warrant Officer Class 2 Stuart Brown have ensured the success and fitting remembrance of an important date in Australian History drawing together all the elements and logistics to make such a service possible in a foreign land.

Anzac Day Balikpapan remains a solemn although perhaps lesser known Australian Battlefield. However visits from Veterans in latter years and their families continue to grow. The Defence Section of the Australian Embassy continues to provide great support to Russ and the team in Balikpapan. See you at the Service next year?



A RAEME Soldier at the Battle of Long Tan

CPL Robert Service

Forty years ago I heard a story about a RAEME soldier being at the Battle of Long Tan. I immediately dismissed it as bullshit. I heard it again in 1999, when I was applying to have the pilot, Flt Lt Cliff Dohle's MID upgraded to a DSM. Flt Lt Cliff Dohle piloted the first helicopter that dropped ammunition which saved the lives of 'D' Company 6RAR. I was so focused on getting Cliff Dohle his DSM, which he eventually received, I forgot about the story.

Two years ago, I again heard there was a RAEME soldier at the Battle of Long Tan, this time I thought I would check it out, as the story had surfaced too many times not to have some validity. I knew the soldier wasn't with the ground troops because I had researched 1APC Squadron, 3 Troop and 'D' company 6RAR.

Two of the people on helicopter A2-1020, were RSM WO1, George Chin and Major Owen O'Brien, flown by Flt Lt Francis (Frank) Riley. They've been well documented in books such as *The Battle of Long Tan* by Lex McAulay and many others. But nobody knew who the other two were on aircraft A2-1022 flown by Flt Lt Cliff Dohle.

These people helped load the second chopper as well as wrap the ammo in blankets. They stayed on board to help push out the ammo when A/C hovered over 'D' company. This aircraft carried most of the ammunition, and was first over 'D' company to drop the ammunition.

After two years of research, I eventually discovered who the RAEME soldier was. He was 1200605 Cfn Robert Service, Armourer, RAEME attached 6RAR. Most people have never heard of Cfn Service because he applied to Army Aviation after Vietnam. He later trained to become an Airframe Fitter, and served out his six years and left Aviation and the army to work for Bell Helicopters at Brisbane Qld.

I asked Robert Service now retired to tell me his story this is his response:

"On the afternoon of the 18 August 1966, I was enjoying a drink of beer with the Admin Company. A Sgt ran up to us and ordered the group to go over to the 'Q' store and collect ammunition boxes and load them into the two helicopters that were sitting on our pad. As the only RAEME person there, I thought it was my duty to volunteer to help out.

"We did this in a tropical monsoonal downpour. We loaded the two helicopters and I noticed I had the last box of ammo to be loaded



Aircraft A2-1022 piloted by Flt Lt Cliff Dohle and Flt Lt Bruce Lane, door gunners, Cpl. Bill Harrington and LAC Brian Hill is now restored as a Memorial and sits on a stand out the front of Caloundra Qld RSL.

and as I did, I saw the 'Q' store Cpl arrive with a bundle of blankets and he jumped on board with them. I could see he needed my help so I climbed aboard the helicopter and help him wrap the ammo boxes.

"While we were busy doing this, the pilot took off. The noise of the tropical downpour combined with the engine noise, plus the adrenalin rush, blocked out any communications with one another. After a short period of time, we arrived at our destination; we were at tree top height.

"Through the rain, you could see the trees. I helped push the ammo boxes as well as some ammo in sand bags right to the edge of the floor of the helicopter. The A/C rolled on its side and the load helped by the door gunner and ourselves left the A/C and fell to the ground. After the drop we returned to Nui Dat.

"Our helicopter was A2-1022; it was piloted by Flt Lt Cliff Dohle. I knew we were sitting ducks; we were at tree top about 20/30 feet above the ground, and you could see the rubber trees through the blinding rain. The helicopter had on all its navigation lights as well as the flashing strobe light on at the top of the A/C."



Flt Lt Cliff Dohle DSM



CPL Bob Service.

Battle of Binh Ba

CFN Richard Ross Burriss, 1st Armd. Regt. LAD

Prelude: This was a battle fought mainly by 'D&B' company 5RAR in conjunction with Centurion tanks and APC's on the village of Binh Ba, 10Clicks to the north of Nui Dat, fought over 2 days on the 6/8 June 69. 1. Australian KIA Pte Wayne Teeling 5RAR who had only been in country for a month, and 18 Aust. WIA.

Ross's Story: 1st Armoured Regiment LAD 6 June 1969. An event took place some weeks before 6 June, while it had nothing to do with the battle of Binh Ba, it could have had very serious consequences for me on the day of the battle. While stationed at FSB Wattle, my SLR was stolen by some Americans. I reported this to our unit OC, CAPT Eddie Sullivan when I returned to Nui Dat the following day.

Because I was due to go home on R&R on 11 June, CAPT Sullivan said if he reported the rifle stolen, the ensuing inquiry would cause my R & R to be cancelled. He reported it missing when I returned saying it had been lost in the jungle after falling off the back of the ARV.

If you walked around Nui Dat without a rifle, you could be questioned about where it was, which could prove embarrassing so I bought a very early model Armalite from one of the tankies for \$40.00 and this solved the problem.

In early June a new ARV arrived at the LAD, call sign 28 Delta. It had no armaments, no radios and no armoured side shield for crew protection.

On the 5th June we were tasked to go to a FSB near the village of Duc Thanh, north of Nui Dat along Route 2, but due to the unready state of 28D, this was postponed for the day. All of the 5th June and well into the night, work was carried out to fit radios a .30 cal MG and side protection shields.

By the morning of 6th June, everything was completed, but we couldn't get the radios working or the IC. The B SQN OC MAJ Alex Smith couldn't wait any longer and ordered us to go.

We were to go on our own, but because Route 2 was declared an "ORANGE" road, we were entitled to an escort and CAPT Sullivan insisted on it. I have often thought of what might have happened if we had gone alone.

At 0800hrs, we headed out the north gate with 20E as our escort. As our vehicle was new, tight and not run in, so to speak, we could not keep up with 20E. I was sitting on top of the ARV's winch house reading a stick book, SGT Ted Spargo was standing in the commander's compartment and our driver Kevin "Ratmo" Perry was trying to squeeze every bit of speed out of 28D, while also wondering why he had forgotten to bring his pistol magazine.

As we came to the southern outskirts of the village of Binh Ba, a group of about seven ARVN soldiers were heading on foot away from the village and waved down 28D. They were pointing at the village and yelling "VC.VC!!" I recall yelling back to them that if the VC were that way, pointing to the village, then they were going the wrong way. One yelled back "VC No 10" and off they went.

As we started off again, I heard shooting-small arms fire-and stood up to see where it was coming from. How dumb was that? It was at this moment that a loud dull thump came from ahead of us. I looked towards 20E and saw a huge black ball of smoke come from the left side of the turret. 20E came to a halt. We also stopped about 100 metres behind.

I stared at the tank just sitting there. I had no idea what had just happened. Seconds later there was another thump and a cloud of dirt erupted in a paddock about 20 metres to our left. Realisation

struck like a sledgehammer – we were in contact.

I literally dived for cover – head first onto the rear engine compartment. I grabbed my \$40.00 Armalite, aimed at a window of the first hut on the left and fired, just one shot before the bloody thing jammed. The noise from that shot, which was I suspect very close to Ted's right ear, startled the daylight out of him. I remember the look on his face, "Shit this is real". Ted dropped down, cocked the .30cal and while peering through the small viewing ports, unleashed a belt. I don't recall seeing him hit anything probably because I had taken cover again while trying to unjam the Armalite.

20E still had not moved, no return fire, nothing. She sat there like she was dead in the water. The VC probably thought that too, and this could be why she didn't cop any more fire. 28 Delta's job was now to move up to 20E, hook up the tow cables and pull her to safety. I knew we would cop it if we tried and was expecting to hear Ted order me to tell Ratmo to move up and get the lines ready. But then, 20E took off and charged passed the village.

As I recall, no small arms fire was aimed at either 20E or us. I turned to Ted and said we should go back to Nui Dat and raise the alarm because we would certainly take fire if we tried to run the gauntlet and follow 20E.

The decision to head back to Nui Dat proved to be the correct one. We didn't know it at the time, but the RPG that hit the tank had taken out their radios. After we raised the alarm at Nui Dat and the OC had scrambled a large contingent of various forces to the village of Binh Ba, we were asked to remain on station at the north gate. While there we heard two mortars whistle overhead and explode inside the base.

It was soon after this that one of the most awe-inspiring events I've ever heard took place; the entire radio traffic of the Battle of Binh Ba was played over the camp's loud speaker system. To this day I still marvel at the cool-headed bravery of those tank commanders. They were even imitating the posh British accents of fighter pilots; having a bit of bother with the last hut, Charles pop over and give us a hand there's a good chap.

And Brian Sullivan in mid-sentence was forced to duck under an RPG and copped a cut on the back of his neck from one of its fins. That blew me away.

I only fired one shot that day but it was the first shot for our side. What a day. It changed my life forever, never want to do it again.



Sgt Ted Spargo & Cfn Ross Burriss with Vietnam 28D ARV ID Plate.



Binh Ba Vietnam 1969.



ARV 28D in Vietnam.

Land 121 Phase 4 Engineering & Technical Team

On the 05 Oct 2015 a formal contract was signed by the Commonwealth and Thales for the procurement of the HAWKEI, the Protected Mobility Vehicle-Light. The first of these vehicles will be delivered to units around 2018

This article is a follow on from the previous 2014 article and provides readers with an update on the Land 121 Phase 4 System Engineering Team, a summary of the HAWKEI and a summary of the journey in development and testing the HAWKEI to contract signature.

The dynamic and well-motivated team still remains pretty much unchanged, LTCOL Chad Stonier is still at the helm steering the team. We haven't hit an ice berg yet. Jason Wong has replaced Tim O'Connor and doing a champion job. MAJ BJ Bucholtz has been replaced with MAJ Lauren Wright. Chen Du remains, now our newly qualified Reliability Engineer and a driving force behind reliability.

MAJ Steve Venning, CAPT Ray El Fakhry and CAPT (High Five) Andrew Stone continue to serve with the project office. Having never met a High Five CAPT before, I was unsure what Doctrine or Leadership manual this comes with. What I do know is that CAPT Stone has been fundamental in ensuring that the HAWKEI met its blast/survivability requirement. Other newbies are CAPT Amanda Walton, Mitch Powell, Steve Carter, Sebastian Parkitny and Mark Spratling,

We also have a few changes below decks. We have replaced one tall, blonde and not too grumpy W01 Kevin Bishop with a small, very grumpy W01 Steve Luke. Last but not least me, W02 Nick England (from England) and a not grumpy enough, Reliability W02.

The vehicle will have two build versions, a two door load carrying variant (the toughest ute you have ever seen) and a four door variant. The four door variant will be fitted with one of three Mission Role Installation Kits; Command; Liaison or Reconnaissance. All of these vehicles will be delivered as a mission system and will come complete with a purpose built trailer.

All variants are capable of being fitted with either a manned or remote weapon mount. Both mounts are capable of supporting a 7.62mm machine gun, a .50 calibre machine gun, or an AGL.

The vehicle contains a number of leading edge technological innovations. The armoured hull is complemented with a second skin which is attached with clips and is easily fitted and removed by the crew.

The vehicle is fitted with an Integrated Started Generator (ISG) capable of delivering 600 Volts. On some vehicles this will be harnessed to deliver exportable power. The drive train is configured



so that the engine and transmission sit side by side in the front sub frame which is similar to our old M113AS1. The engine is mounted facing the fire wall of the protected cabin and drive is transferred from the engine to the transmission via cross drives. This means that the drive train mass is not located underneath the protected cabin – a vital design factor for survivability in the event of a blast.

The project team is also developing an Integrated Computer System (ICS). Project Office end state is that the ICS will see all vehicle and communication systems accessed from a single screen; thus removing the multiple screen scenario experienced in the current fleet of protected and armoured vehicles deployed on operations.

The Project Directives haven't changed. In plain English, we're still striving for a capability that can deploy Under slung, beneath a CH47, and then be up and running when it hits the deck. Be super mobile and have a payload to match, that hasn't changed.

The other key factors such as Survivability, Usability, Sustainability and C41 ready, all still remain the same. There are other terms mentioned in passing such as Find, Fix and Strike, Reliability, Available and Maintainability, etc. They are all considered and dealt with as part of an extensive text and evaluation plan.

We still have various test sites to attend which now include various commercial premises, such as Sub contractors that manufacture gear wheels for the V8 supercars. Our engineering and technical ties to Australian Industry really make Hawkei feel like it is Aussie built and tough.





So where are we at? Since the last article, the year has been extremely busy, challenging and exciting. The start of the year saw the tail end of a very busy and lengthy Tender Evaluation process. Although we only had one tender to evaluate, the same rigour and due diligence process had to be adhered to.

As a military member, these processes or project activities present various challenges and a high level of being pro-active is required to assist the senior leadership team drive the design process forward. At the end of the day a decision has to be made and you can't sit on the fence. One point to note is that any decision has to be based on fact with no room for personal opinion; we must meet Army's need for survivability, mobility and protection.

Following the Tender evaluation, a phase of offer definition took place. This was basically a massive confirmation exercise which was followed by a very lengthy negotiation phase. In the background, there were various workshop activities, such as lighting, weapon stowage, the effect of night vision goggles, etc. to manage and deal with.

Some of the highlights of the year have been witnessing the build of the latest version 'GEN III' HAWKEI vehicle and just being involved in the development process, especially with the Thales workforce that make it all happen. WO1 Luke and I rebuilt our Reconnaissance platform recently. RAEME tradesman will be glad to hear we are working on improving the design for maintenance.

The GEN III HAWKEI is one very capable machine; its cross country capability is superb and very much in line with the PMV. The vehicle



still maintains and surpasses blast requirements. Usability wise, there are a few quirks to be aware of such as startup and close down procedures but once taught becomes pretty straight forward.

The vehicle has a new 8 speed transmission, stiffer perimeter chassis for the engine and cargo space. The 8 speed is just fantastic providing some needed gear selection mid range. Other design characteristics as mentioned earlier are being met and grown as the vehicle heads towards production.

This project has engaged the services of RAEME RAM specialists to provide that extra level of expertise. We also have various Maintainability Evaluations and demonstration activities planned in the near future. So life will continue to be both busy and interesting for the following year (or two). This will be the most strenuous testing Army has seen on their land platforms. We are hoping it provides all our RAEME brethren with more time for brews out bush. Land 121-4 Systems Engineering believes a more reliable platform means more brews; now that has to be good.

Well what do we think about the Hawkei? We think it's a great vehicle. The project is all about the capability for tomorrow, today – the next generation digitized platform.

I thoroughly enjoy working within LAND 121, so if you're a RAEME NCO or Officer in a Forces Command looking for a new technical challenge, then you should consider a posting to the Land 121 team. We are always on the lookout for enthusiastic soldiers willing to put their skills and experience to good use IOT develop and introduce new capability for the next generation of soldiers to employ on Operations.



Testing times

Have you ever wondered what happens to a Defence vehicle when it's left outside on a cold winter's night in Afghanistan? Will the engine start and the demister work at minus 17 degrees? What happens to the performance of communications suited fitted to your vehicle when you are operating for prolonged periods whilst parked on the tarmac in Darwin during summer?

Nestled in rural Victoria approximately 50 Kilometres North of Melbourne is a CASG facility known as the Land Engineering Agency (LEA) Proving Ground that can replicate these exact climatic conditions and almost every other condition that an item of equipment could be expected to operate under. Walk into the enormous fridge and it feels like you're at the snow, then walk down the corridor and into the room filled with countless rows of heat lamps and humidifiers and it feels like your in the tropics.



For over 75 years the LEA Proving Ground at Monegeetta has been used to test both new and in-service equipment, and a significant facilities upgrade carried out in 2010 has enhanced the type of testing that can be conducted and enabled all of LEA's testing capabilities to be co-located at Monegeetta, providing Army with a one stop shop for all of its testing requirements.

Every piece of equipment that is provided to our soldiers is rigorously tested to ensure that the item is up to scratch and it is the role of Prototype and Test Services (PTS) to carry out this testing. But how does this actually happen? A recent visit of the PTS arm of the LEA at its Monegeetta facility provides a better idea of how we ensure the ADF's equipment is up to the task demanded of it.

A tour of the facility concentrates on the work conducted by LEA's Accredited Test Services. This team ensures that equipment meets both its performance specifications and endorsed user requirements without compromising technical integrity and that the required level of performance can be achieved over the entire lifecycle at an affordable cost.

The team does this by conducting a range of tests, capturing and analysing the data and then providing technical reports to project teams and or capability managers. As the test reports provide information that will be used in support of decision making, they need to be highly accurate and comprehensive, and to ensure this is achieved ATS holds its own NATA accreditation.

Whilst this is serious and precise work, the Director of PTS, Jim Lewicki, said his team enjoys a high level of job satisfaction in the process.



"Unlike other jobs, our guys are able to get their hands dirty and actually operate the equipment under the conditions it will be expected to endure throughout its service life" he said.

"That's the only way we can determine whether or not the equipment will meet the needs of our uniformed members."

Scott (Sam) Strang, the Manager of PTS' Automotive Performance Lab then proceeds to demonstrate how the Army's next generation of vehicles are put through their paces. Starting off with a few kilometres of normal bitumen road, the testing becomes more extreme as we progress.

From negotiating inclines with angles up to 31 degrees, including a test of the vehicles ability to stop, hold itself and then re-commence whilst on the gradient, to traversing side slopes, shallow and deep fording pools, second class roads and cross country tracks of varying degrees of difficulty. This is followed up by the sand pit, which is used to determine the vehicles ability to negotiate and maintain controllability on soft surfaces.

By the end of the test drive you have gained an excellent appreciation for seat belts and a very good understanding of exactly what the vehicle can do. Mud, grass, gravel, boulders, inclines, stairs - you name it, the vehicle went through it or over it.



Sam explained that these kinds of tests confirmed the equipment's capabilities or identified the limitations of the equipment and provided Defence with a high level of confidence that the equipment will meet the endorsed user requirements whilst operating in the anticipated environment that could be expected throughout its service life.

"In order to enable successful mission planning, Defence needs to know exactly what type of terrain the vehicle can negotiate and for

what length of time. This is why our test and evaluation processes are so important."

Denis Cassidy, the Manager of PTS' Mechanical and Environmental Lab also manages testing, but unlike Sam, his job is to assess the mechanical integrity of ADF equipment and the impact that different environmental conditions can have on its performance and life span.

In the climatic chambers, Denis and his team can simulate a range of conditions that Defence equipment could be expected to endure. They can create hot environments of up to 70 degrees Celsius, cold environments down to minus 28 degrees Celsius and muggy conditions with up to 98 per cent humidity. They can also replicate harsh environments such as high altitude, underwater, dust, sand, salt and torrential rain and determine the effect that these climates can have on an equipments ability to function as expected.



"ADF vehicles in Afghanistan can face some extremely harsh conditions during winter. So the team assess some of the simple things such as: can the vehicle be started and does the demister work at minus 17 degrees?"

Over in the mechanical labs, Denis and his team pull, stretch, drop, beat and shake different pieces of equipment to identify capability limits.

One of the newest pieces of test equipment available for use at ATS is the 3 axis, 6t capacity Heavy Vibration Testing Equipment (HVTE) which can accommodate a 20 foot shipping container and replicate the vibration experienced on almost any road surface. ATS also has the capability to go out and measure (profile) a certain driving condition and then replicate, and accelerate that condition on the

HVTE thereby reducing the time required to achieve the results and providing a repeatable set of test parameters.



Another new item of test equipment is the Tilt Table which has the ability to take a 26m vehicle weighing up to 70,000KG and tilt it to an angle of 70 degrees. This type of testing allows LEA to understand the inherent stability in the vehicle prior to taking it out on the varying road surfaces or side slopes for further testing.

Aside from environmental, mechanical and automotive fields, LEA is also equipped to conduct test activities in the fields of communications, electro-optics, electromagnetic compatibility, noise and vibration, blast, survivability, ballistics and electrical.



According to Jim Lewicki, this diverse range of testing makes the LEA proving ground at Monegeetta a continuously interesting place to work.

"The people that we've got here, particularly the younger engineers, really enjoy what they do," he said.

"We take work experience kids from schools and people from the various CASG graduate programs and show them the opportunities that exist in this line of work."

Attracting young engineers to Defence has arguably never been so important. With modern projects bringing a level of complexity not seen before and the threat facing our armed forces continuously changing, Defence requires a sound base of engineers to ensure our troops are provided with the best possible equipment available.

LEA applies significant resources and continuous effort to train and retain these highly skilled workers in order to continue to meet the ADF's equipment needs.

For more information on LEA's activities head to: <http://intranet.defence.gov.au/dmoweb/sites/lea/ComWeb.asp?page=52560>

LCPL Hector Merton Cornish

MAJ Ian Cook



Prior to the launch of the RAEME Corps History Book at the Australian War Memorial on 09 Sept, I had the honour of reading the story at the Memorial's Last Post Ceremony of a soldier who fell in the Great War.

The story I read had been compiled largely from the member's service records by the Australian War Memorial's Military History Section writer, Emma Campbell. It was the story of a soldier named Lance Corporal Hector Merton Cornish, Regimental Number 606, a man who like many from his time, answered his nation's call to arms.

With assistance from Yasmin van Gaalen-Prentice of The Salvation Army Heritage Centre in Melbourne, what follows is the story of not only Hector the soldier, but also Hector the man.

Hector was a born and bred Victorian, growing up as one of nine children in Hawthorn to proud Salvationist parents, Joseph and Elizabeth Jayne Cornish. After attending Dorcas Street State School, Hector became an active member of The Salvation Army including as a tenor-horn player in the South Melbourne congregation before moving to the Camberwell congregation.

His love of music continued in Camberwell where he became a member of the National Staff Band and was known as Staff Bandsman Cornish. Clearly committed to The Salvation Army on leaving school, in 1910 Hector commenced a 7-year apprenticeship at The Salvation Army Printing Works as a Printer Machinist.

On the outbreak of war, anxious to be of service to his country, Hector sought and was granted permission from his parent's to enlist. He did so at age 20 on 06 July 1915. As noted in The Salvation Army War Cry of 17 July 1915, on the evening of 11 July 1915, the Camberwell congregation bid farewell to "Bandsmen Hector Cornish and four lad attendants who have enlisted". The night was remembered as "closing one of [the congregation's] most impressive days with strengthened faith and grateful hearts".

Hector commenced training in Broadmeadows as a signaller with the 31st Battalion of the Australian Imperial Forces; a unit made up largely of Victorians and Queenslanders. He was also made the bugler of the unit. Hector immediately made an impact on those around him.



A pre-deployment portrait of LCPL Hector Merton Cornish.

As later noted in a letter by a soldier he met in training: 'I admired [Hector] the first night in the show ground when he said his prayers in the face of so many strangers, and all the time I was with him he never once forgot his bible'.

On 09 November 1915, with his pre-embarkation pay of 5 Shillings (~50 cents) in his pocket, Hector sailed for France via Egypt on HMAS Wandilla (A62); a ship later converted to a Hospital Ship to support forces until the end of the War at which point it was returned to civilian service. In WW2, it was later sunk by the British after its Italian owners used it to supply German forces in Benghazi.

After just three days in the front-line trenches of the Western Front, Hector's Battalion fought its first major battle in Fromelles. The attack was disastrous with the Battalion suffering 572 casualties; over half of its strength. Hector thankfully came through unscathed although the Battalion took part in no further major offensives.

Hector was promoted to Lance Corporal late in 1916 before spending the start of the New Year on well-earned leave in London. Little is recorded about Hector's service on his return to the Front in

February 1917 apart from some time in Hospital due to illness before returning to his unit on 1st of March.

Hector's letters home over the nine months he spent in France were of much encouragement and inspiration to his loved ones, especially his mother who was an active member of The Salvation Army Home League in Hawthorn; a regular organisation within The Salvation Army for women and mothers, who during the war raised funds and sent comfort packages containing socks, underwear, Christmas presents, and other items to deployed soldiers. The League also visited the homes of departed soldiers to look into the welfare of their dependants and to comfort bereaved families.

On 21 Apr 17, the War Cry noted that on an evening of fundraising for the Camberwell Salvation Army Band, the first donation of £1 pound came from Mrs Cornish "...on behalf of her glorified son, Hector, who had requested his mother to send his donation if he was unable to do so. He had died the month earlier on 13th March, having succumbed to wounds suffered earlier that day during some 'vigorous patrols' in the Flers region of France. He was only 21 years old.

Hector was originally buried the day after his death in the Flat Iron Copse British Cemetery near Albert, France where he laid for almost three years before being exhumed and reinterred at Plot 2 Row C #1 of the Guards Cemetery, LesBouefs under the guidance of Chaplain the Reverend T.P. Williams. Photos of the grave were sent to the family.

Hector's Salvation Army Congregation held a memorial service for him with tributes from friends, former bandmasters, senior Church leaders and a returned soldier with whom Hector had served in the trenches. The Citadel Band marched through the main street to the impressive strains of The Dead March before the crowded hall resonated as Songsters sang emotional tributes whilst an enlarged photo of Hector sat silent draped by the Union Jack and Army Flag.

Hector was posthumously awarded the 1914-15 Star, British War Medal and Victory Medal.

As noted in Melbourne's Argus News of 7 April, 1917:

CORNISH. Died of wounds in France, Lance-Corporal Hector Merton Cornish, dearly beloved son of Joseph and Elizabeth Cornish, 7 Moir Street, Glenferrie, late of Moray street, South Melbourne, loving



LCPL Hector Merton Cornish's medals.

brother of Mrs. Bennett (South Australia), Alf (Brisbane), Mrs. Thoumine, and Mrs. O'Brien (Glenferrie), Elsie, Joseph (Albert Park), Myrtle, Millie, age 21 years 11 months.

*A hero, laid beneath the sod,
With honour, has returned to God;
He's put aside his gun and sword,
And gone to claim his just reward.*

One less at home!

*The charmed circle broken-a dear face,
Missed day by day from its accustomed place;
But, cleansed, and saved, and perfected by grace,*

One more in heaven.

Stand-down Lance Corporal Cornish. Your duty is done.

Rest in Peace, Hector. Forever remembered.

Lest we forget.



LCPL Hector Merton Cornish's name displayed at the Australian War Memorial.

CHP Book Launch – “With Skill and Fighting”

Ross L.G. Grant

I am pleased to advise that the national launch of our memoir ‘With Skill and Fighting – Craftsmen of the Australian Army 1942-2014’, was conducted on 9 Sep 2015 at the Australian War Memorial (AWM), was a very successful event.

For those who weren’t able to get there, the launch was preceded by the RAEME Corps Seminar, where a key topic, was the commencement of PLAN CENTAUR, a project to review the way RAEME conduct its business on the modern battle field as the Army introduces new equipment, but principally new armoured and protected vehicles.

For those who missed the launch, the speeches and opportunities for socialising, the organisation of the launch was a credit to the HOC Cell, the AWM staff and the generous efforts of KBR & Raytheon, facilitated by the COLCOMDT ACT/NSW, Tom Reynolds. Everything clicked into place, and it was a wonderful evening, regardless of whether you were participating, or a member of the audience of some 150 plus enjoying the hospitality provided.

The launch was preceded by a Last Post Ceremony, at the AWM, which was not only well attended, but fittingly saw an address delivered by MAJ Ian Cook RAEME.

Chief of Army made a most appropriate speech and told the gathered Bluebell’s what he really thought of the Corps – most generous in his praise – and an excellent choice of person to launch the book. The bonhomie in the room was simply terrific The book’s sponsors were honoured – the Corps Committee, Aspen Medical, Raytheon Australia, KPMG, Airbus Group Australia Pacific, KBR and the DVA.

The audience consisted of a broad mix of senior officers and senior ranks, together with some more junior officers, NCOs and other members, who earlier that day attended the RAEME Corps Seminar. There was also a large contingent of retired folks.



HOC BRIG Mathewson opening proceedings.

I wish to add my personal thanks to all that contributed to the project and the launch, but especially the project team, who were publicly honoured on the day by BRIG Mathewson; as well as the many others whom have been involved at specific stages over the last 5-6 years, or brought specific skills to the Corps History Project team.



BRIG Ross Grant (Rtd) speaking on behalf of the Project team.



CA LTGEN Angus Campbell launching Corps History book.

Despite my attempts at the AWM to get around and thank everyone personally, I failed – there were just too many people at the launch to engage with in the time available. If I have missed anyone, who has made a contribution – great or small – I apologise; but I am extremely grateful for everyone's support and assistance throughout, especially those who provided me with the occasional 'morale boosting talk', during the journey!

We have sold in excess of a 1000 books to date, of the 2000 printed, and orders have increased as a result of the national launch, so if you wish to order a copy, please don't delay – it is unlikely that further books will be printed. Books can be ordered through the RAEME HOC Cell.

I must say how wonderful it was to catch up with so many familiar faces at the launch – young and old!



RAEME Book Launch attendees.



Corps History Project Team.



Marching out the banner.

ARH Tiger – creating “Highlander” History

CPL Troy Addley, 1 AVN Regiment, 161 Sqn TST

After the craziness of the four days to dismantle the ARH for C-17 transport, packing up the FAK, CTK's, CST's, GSE and every other acronym the ADF can create, 161 Squadron finally touched down in Port Moresby, Papua New Guinea under the umbrella of Exercise Cavalier Rise 2015. The C-17 unload was a hastened affair thanks to the help of the RAAF C-17 loadmasters.

The tradies then began the setup on the flight line and the ARH rebuild in the PNGDF Air Transport Wing maintenance hangar.

On the 19th of August, CAPT. Frost and CAPT. Overton lifted off on a Reconnaissance sortie around Port Moresby and to search for access routes through the mountains of PNG, thus making them the first ARH aircrew to fly the Tiger over foreign soil.

161 Squadron then commenced with the purpose of the deployment; to validate the pilots High Density Altitude (HDA) flight training TMP and Train the Qualified Flying Instructors (QFI) to conduct and validate future HDA training. The performance of the TST and ARH went from good to amazing, even to the point of quietening the rival regiments banter from a well-established and proven Blackhawk Squadron.

Eight of the 1 AVN TST members were lucky enough to get a Pax flight in a 6 Avn Regt Blackhawk and CFN Crabb a PAX flight in a PNGDF Bell-412 Iroquois, which made the old boys a little green with envy.

They flew through the mountains of Papua New Guinea to Isurava, one of the Kokoda Trail's war memorials. Through their words and photographs we could finally understand the excitement of all the ARH pilots on return from their sorties. The views throughout the mountains and valleys were truly amazing; from touching down on running water creek beds, to the mountain runways that just disappear off the mountain edge.

It was now we could understand why the Standards Officer who is one of the more composed Major's in 1 AVN Regiment was getting out of the ARH smiling like a small child on Christmas day. 161 TST and Pilot morale was at the highest level that I as a tradie have seen in a long time.

From the commencement of the flying program, Thursday 20th August, Tiger aircraft A38-021 also known as “Highlander” (there can be only one!) racked up an impressive 24.5 hrs, conducting two sorties per day over six days with the largest part of maintenance being the before and after flight servicing.

This was only made possible due to the hard work put in by AGAP and Aircraft Repair Troop back at 1 Avn Regt, who had prepared the aircraft for deployment by clearing all the major servicings prior to departure.

The 26th of August, saw the arrival of CAPT. Holt and CAPT. Colebatch to begin their training in the mountains' terrain under the now experienced guidance of MAJ. Cameron-Davies and MAJ. Lawler. The ARH continued to perform above and beyond all expectations, conducting thirteen training sorties of the ten days of flying, again delivering a refreshing smile from all the pilots' involved in Exercise Cavalier Rise. Still with more to prove, four technicians from 161 TST, CAPT. Holt and MAJ.

Cameron-Davies piloted the ARH with the company of five Blackhawks, from Port Moresby through the picturesque Torres Strait Islands down the North Queensland coast to 5 Avn Regt Townsville. This was the first Self-deployment over open water back to Australian soil for the ARH. The ARH completed Exercise Cavalier Rise with an impressive 44.2 airframe hours whilst requiring only 18 hours of maintenance from the date of 20 AUG 15 to 31 AUG 15.

Relationships between 1 Avn and 6 Avn Regiment TST members went to an all-new high, which was helped by the strong performance of the ARH aircraft and previous relationships formed by tradies that stem back to the roots of their training at RAAFSTI in Wagga Wagga and RAMS, Oakey.

All of the personnel present from 1 Avn Regt on Exercise Cavalier Rise are grateful to the CO and members of 6 Avn Regt for the chance to show off what the ARH Tiger aircraft and 161 Squadron can achieve when required to on an overseas deployment, looking forward to doing it all again with more ARH aircraft, some time in the future.

Australian Army Apprentices Assoc. Reunion 2015

Otto Aberle, Events Manager

Upon arriving in Albury for the Reunion, attendees were greeted by Albury Council's sign strung across Dean St (the main road in Albury) welcoming the Reunion to Albury. This was a very welcome sight after a long trip as one immediately knew the Reunion was on.

The Reunion commenced with the now familiar registration and Meet and Greet Function which were held in the Albury Entertainment Centre.

Attendees were welcomed at the registration by the familiar friendly faces of Jeff and Jan Heron, who have been the welcoming party at numerous previous reunions. At registration, attendees were given their show-bags containing a "Welcome to Albury" kit courtesy of the Albury Information Centre, the Reunion program and mugs & stubby holders for gentlemen and an inscribed plate for the ladies. Mugs from a previous reunion were offered as 'extras' and were eagerly snapped up.

The Meet & Greet function was very convivial and attendees soon gravitated into their intake groups. Brian and Barbara Daley did a roaring trade on the raffle sales whilst Richard Pike also had a strong demand for AAAA Memorabilia. The RAEME representatives were present to provide attendees the opportunity to purchase the recently released Corps History Book.

When it came to the formalities and some attendees continued their own conversations, they were smartly brought into line by the Albury City Mayor who had a voice any RSM would be proud of.

The response that was received when attendees were advised that the intake signs for the Saturday morning's Street Parade were to be returned after the Parade indicated that it was highly unlikely many would ever be seen again, let alone returned. A number were seen again at subsequent Reunion events over the weekend as rallying points for various intakes. By now, I'm sure they are scattered far and wide around Australia.

Saturday morning began with the Annual General Meeting which was very well attended. There was some initial concern that the AGM might run over-time and impact on the Street Parade. However, the AGM finished early as I suspect attendees really did not want to miss the Street Parade.

The Parade was led by the Australian Light Horse Association riders followed by the Australian National Flag, the Army Apprentices School flag and the flags of RAE, RASIGS and RAEME, being the three Corps that received most graduating apprentices.

When it was announced at the M&G the previous evening that transport for those unable to march could not be organised, the Mayor stepped in and offered to arrange suitable transport and assured us that one or two vehicles would be available next morning. A convoy of five vintage jeeps appeared for the Parade and provided transport for those unable to march.

Once the intake signs were distributed, the attendees decided that they were going to march by individual intakes, rather than in four contingents as had been planned. The Army Band Kapooka attended the Parade and provided excellent marching music to help everyone to keep in step. As the marchers came past the saluting dais where LTCOL Andrew Hodgkinson, the last CO/CI of the Army College of TAFE took the salute, it was very evident that everyone was extremely proud to be marching behind their individual intake sign - their backs were straight, chests were puffed out and heads held high.



In the afternoon, Reunion attendees had the opportunity to visit Latchford Barracks to view the trade wings and today's training methods. I understand from various attendees that these visits went very well.

On the Saturday evening, it was off to the Commercial Club Albury for the Reunion Dinner, which was attended by over three hundred people. A number of people subsequently said to me, that on entering the room their first thought was - WOW!

The décor of the room combined with the table setting were excellent and indicative of a very good night ahead. Many attendees also advised me they thought the meal was excellent. The placemats designed by Jeff Heron were also a big hit and provided a memorable souvenir of the night.

The Army Band Kapooka provided an ensemble for the dinner which played light music which was greatly appreciated by all. LTCOL Andrew Hodgkinson, the last CO/CI of the Army College of TAFE, provided his reflections on what it was like to bring the Army Apprentice era to a close, and provided numerous anecdotes including the significance of the Duntroon Bell to the last Crab night.

The last RSM, WO1 Brian Hatfield, in his reflections of 1995, addressed as to how he handled the matter of the Duntroon Bell that appeared at Latchford Barracks on the last Crab Night, and that as a subsequent RSM at Duntroon, he kept a very close eye on the Duntroon Bell.

The Sunday morning began with a very moving Memorial Service at the Apprentice Memorial at Gaza Ridge Barracks led by Rev Alan Kelb OAM. The Service was followed by a visit to the Army Museum Bandiana and a BBQ lunch provided by Redback Mobile BBQ.

Based on the feedback received, everyone enjoyed themselves immensely and were able to catch up with old friends and also make some new ones. The weekend must have been a success, as I didn't get any "pokes in the chest"!

Overall, the weekend is best summed up by one response received: "I am sure everybody who attended had a great time and those that didn't make the effort are the poorer for not attending."

In closing, I would like to pay tribute and say thank you to the whole organising committee, but especially to Jeff and Jan heron, Richard Pike and Rev Alan Kelb OAM who all contributed enormously, both before and during the Reunion itself, to help make it the success that it was.

RAEME pipers for the 89 Tattoo

RAEME bagpipers performed in the 8/9 RAR Tattoo on 31 Oct 2014. In total there were 108 pipers and drummers on parade that evening representing 2, 3, 6 and 8/9 RAR, 5/6 RVR, Queensland Police, St Andrew, Brisbane Boys College, Army Band Newcastle and Perth.



L-R: LT M Hume (3 RAR TSP Comd), WO2 N Shaw (ASM 6 RAR), LT O Sulistio (20 STA TST), CFN B Wheadon (F/A 6 RAR), SGT S Iverson (TRF Officer 5/6 RVR).

Operation Slipper Parade Melbourne

On Saturday 21 March 2015, Australia marked the conclusion of Operation SLIPPER with commemorative activities conducted across each State and Territory capital city and Townsville. Serving and past Defence members that had served during Operation Slipper in Afghanistan marched in Melbourne.

Australia's military contribution to the ISAF and the ICAT missions across Afghanistan and the Middle East commenced in October 2001. Australia deployed over 33,000 Australian Defence Force personnel, Australian Public Service employees and Australian Federal Police to the Middle East Area of Operations.

In Melbourne 1400 defence force personnel marched down St Kilda Road to a ceremony at the Shrine of Remembrance.

The Melbourne Parade was the first outing for the newly acquired Banner for the RAEME Association (Vic) Inc being held by the Association President Major Mike Newbond RFD and Vietnam Veterans Chapter President Dennis Clarke.



Plan Centaur

Plan CENTAUR's primary focus is the identification and elimination of maintenance issues and constraints that will impact the deployment, operation and sustainment of the ACR.

The end state is improved maintenance effect on operations supported by the efficient sustainment of equipment in barracks. This involves ensuring a suitably trained and experienced workforce capable of maintaining the different platform types on operation in a suitable force structure that does not limit the flexibility or options available to Commanders.

Furthermore the programme will assist the maintenance organisation in developing suitable systems and practices to improve workshop efficiency increasing productivity and minimising the need for contracted external support. Together these improvements will support the cost neutral implementation of Plan BEERSHEBA.

Plan CENTAUR - Phase 1 identified a number of pain points, issues and constraints currently impacting on maintenance support to vehicles.

Plan CENTAUR - Phase 2 calls on the maintenance community to work together to understand the root cause of all maintenance issues and constraints. This is our opportunity to develop a comprehensive baseline view of the current state, so that obstacles affecting our ability to deliver better maintenance outcomes can be removed.

Once this is established, the extended maintenance community will join together to identify and evaluate solution opportunities, co-creating the future direction of maintenance reform.

The ACR within the Combat Brigade will be the focus, however outcomes are intended to be applicable to all land materiel maintenance organisations within Army, with minor adjustment.

This is not a cost-savings exercise – there are a number of existing projects, organisational changes and situational factors currently impacting on Army that are driving the need to review and assess the way maintenance is conducted. A robust understanding will better equip Army to make informed, strategic decisions in preparation for the contingencies of future warfare.



The Plan CENTAUR Team will call on you for input and support for data collection and information gathering activities, such as surveys, discussions, workshops and regular feedback over the coming months. This will ensure that the best reflection of current issues and constraints is established.

RAEME is a 'can do' Corps and has a vested interest in the Plan CENTAUR end-state: Optimised maintenance effect on operations, supported by the efficient sustainment of equipment in barracks. Ongoing support from all members of the Corps is strongly encouraged.

For further information, please contact BRIG Dave McGahey plan.centaur@defence.gov.au

APS Retirements from ASEME

Australian Public Service

Two of ASEME's longest serving members of the Australian Public Service (APS); Mr Lloyd Millican and Mr Kevin 'Scoby' Bannerman both retired in 2015. Between them, these two members have over 90 years service in the Defence force; including in excess of 50 years with the APS.

Lloyd Millican was born in Charters Towers Queensland in 1953. In 1969 he decided the Army Apprentices School looked promising as a career option and was accepted as a 24th intake Vehicle Mechanic.

There followed 21 years full time service as a soldier tradesman with a succession of postings including:

1972 - 73 - Puckapunyal Area Workshops to complete the OJT requirement for the vehicle trades qualification;

1973 - 76 - 1 Armd Regt as a CFN;

1976 - 78 - Melbourne Workshop Coy where he was promoted to Corporal;

1979 - 82 - 4th Base Workshop Bn where he was promoted to Sergeant;

1983 - 84 - 131 Sup Coy;

1985 - 90 - RAEME Training Centre (RTC) and promoted to WO2.

Lloyd joined the APS as a Technical Instructor in 1990 at the then RTC. He continued his association with RAEME and the Army teaching defence civilian and military mechanics maintenance techniques on in service A, B, C and D Vehicles in the various iterations of the Corps school, until his resignation from the APS in Jan 2015.

Lloyd transferred to the Army Reserve in Jan 1990 and was promoted to Captain at RTC in Nov 1995. At the end of 2001 Lloyd was posted to Combine Arms Training Development Centre; which morphed into Land Warfare Development Centre and later became Army Knowledge Group (AKG) where he continues to serve.

He is currently on Continuous Fulltime Service with AKG as a Skills and Development Officer with Land Simulation Centre. He intends to continue with his reserve service until he wears out that welcome and will retire to the Mid North coast of New South Wales to brew beer, tell fishing stories and barrack for Queensland and the Reds in Super rugby.



Kevin 'Scoby' Bannerman at his farewell with LTCOL Blyth.

Kevin 'Scoby' Bannerman enlisted in Army on 27 May 1969 and arrived at RTC in Aug 1969 where he completed an Adult Trade Training Course as a Fitter and Turner.

Scoby's postings included the following:

Northern Command Workshop as OJT;

1 Base Workshop (including a detachment to PNG);

4 Field Regt (including a detachment to 2RAR);

Perth Workshop Coy (including a detachment to British Army);

RTC as an Instructor;

32 Supply Bn Melbourne; and

RTC as ASM Armament Wing.

Scoby discharged from the Army on 15 Aug 1989 and joined the APS on 16 Aug 1989.

He taught the last Fitter Armament Adult Trade Course at RTC. He also taught small engines, ASLAV and Small Arms.

Scoby moved out to Latchford Barracks in 1999. He has taught the Fitter Armaments Maintenance Techniques (FAMI), Support Weapons and Specialist Weapons Courses continuously since then. He moved back to North Bandiana where his career first started in 2013.

On average, Scoby has taught 220 students per annum for the past 27 years. Meaning he has had an influence on approx 5400 students including ARA and ARes Fitter Armourers, defence contractors and APS members.

An indication of the high regard Scoby holds within RAEME can be demonstrated by the fact that a post was placed on Facebook detailing that he was retiring. There were over 200 people that commented on it, wishing him the best.

Scoby plans to spend his retirement travelling the world with Gabe, volunteering at Hume Veterans, spoiling his grandchildren and doing wood work projects at the Men's Shed.

Both Lloyd and Scoby have had a huge impact on RAEME and its members. Both are highly regarded for their professionalism, work ethics and keen wit. We would like to thank both of them for their service and wish them all the best in their retirements.



Kevin 'Scoby' Bannerman's farewell.

ASEME presentation to MAJ GEN M.D. Slater

The presentation piece presented to MAJ GEN Slater was developed and manufactured by CFN Watson and CFN Murphy under guidance from the Armaments and Construction Wing (ACW), Army School of Electrical and Mechanical Engineering (ASEME) after hours extra curricula activities Engineering Club instructional staff.

Using a half replica L9A1 Browning Pistol pattern made by the instructional staff, the presentation piece was cast in Aluminium from recycled scrap material donated by the Metalsmith specialist

welding courses, in series 5000, 7000, bridging and armoured plate materials.

The trainees developed the sand casting process using donated green sand from local industry (Bradken foundry, Wodonga) and developed a process conducive to the available equipment within the ACW workshop. The final casting was then machined to size, engraved and mounted to a wooded mounting board also manufactured by The Royal Engineer carpentry trainees of ACW.



CFN T. Watson & CFN D. Murphy present cast aluminium pistol plaque, manufactured by the Trainee's of Armament & Construction Wing, Army School of Electrical and Mechanical Engineering, to MAJ GEN M.D. Slater AO, DSC, CSC on the occasion of his retirement, 23 Jan 2015.

RAEME Awards and Presentations



SCDT Shannon Lemanski receiving Peter Florance Trophy for Best performance in RMC Hockey. Presented by LTCOL Micah Batt DSM (CO RMC_D)



SCDT Adam Di-iorio being presented the RAEME Prize at RMC Grad Christmas 2014. Presented by BRIG Andrew Mathewson (HOC RAEME) .



SCDT Adam Di-iorio being presented the Thai Cup prize for best performance in Soccer 2014.

ARES CFN of the Year & Remembrance Day

Vic/Tas GRES Craftsman of the Year 2014 Award winner

Our congratulations to Matt on his achievement.



RAEME Association (Vic) Inc 2014 GRES Craftsman of the Year Perpetual Award being presented to CFN Matt Guarino, 105 WKSP, Coy 4CSSB by Association President MAJOR Mike Newbond at the Association's Annual Remembrance Day at the Melbourne Shrine along with a personal Certificate of Achievement and RAEME Plaque. Matt also was awarded the National CFN of the Year Award.



About 40 members & families of the RAEME Association Vic placing poppies on the crosses at our Annual Remembrance Day at the Melbourne Shrine in the Garden of Remembrance, March 2015 to honour our deceased members. After the Service a light luncheon was enjoyed by the attending members.

2RAR Tech Spt Pl

2RAR Tech Support Platoon's 2014 project - The Mini PMV (MPMV), which we built last year. The boys put a lot of effort in and I think we set a new standard in 3BDE.

The car is capable of 100mph but has not been tested for safety reasons. It took approx. 6 months to complete.

Unfortunately, it didn't get a mention in the local paper due to 2CAV taking the spot light with their very average '4 wheel' ASLAV, so here we are in the Craftsman!

The car was built from scratch and consists of:

ENGINE

50 HP, REAR MOUNT, 500CC V TWIN ENGINE
TWIN MIKUNI CARBURETTORS
CDI IGNITION

DRIVE

2WD, 5 SPEED, CHAIN DRIVEN REAR AXLE
SINGLE DISC REAR HANDBRAKE
DRUM BRAKE FRONT

BODY

STEEL FRAME CONSTRUCTION
MDF PANEL- BODY

WHEELS

RIMS 12X6 FRONT- REVERSE MOUNT, 10X8 REAR
TYRES 25X8 FRONT, 25X11 REAR



Rear board with all TSP members 2014.



The production team from left to right: CFN Bonning, PTE Moorhouse, LCPL Ahlstedt and CPL Armstrong - LCPL de Haan (not in photo).



On show at 5AVN REGT for RAEME birthday 2014.

6th Engineer Support Regiment – Amberley Workshop

CFN PJ Halliday

Another year at RAAF Amberley listening to the sweet, sweet sounds of the Super Hornets (which in turn are slowly deafening us). The North WKSP got a 'break' in 2014 with the Army Aboriginal Community Assistance Program (AACAP) being run by 17 Construction Squadron and supported by the South WKSP, with a few key players from North.

The WKSP has been kept busy by the ongoing support to 21 Construction Squadron completing the Assault Grenade Range which is being built in Canungra and 20 Explosive Ordnance Disposal Squadron and their numerous tasks. The North WKSP will also be leading the way on AACAP 2015 somewhere in the outback. All of this hard work that we are producing is in order to increase Army's capability.

The Regiment also farewelled our ASM, in 2014 WO1 Ian Baker, and the 2015 ASM, WO1 Scott Marshall and so it seems 6ESR is where RAEME WO1s come to die (probably due to having to listen to CFN Wratten).

Troop Commander (Da Boss)

This year we also welcomed a new TP COMD CAPT Smeaton, and whilst he was unable to comment on this article, I see it as my duty, with the poetic licence I have been given, to inform you. CAPT Smeaton marched in and was thrown in the deep end, as he found out he was stabbed straight off the bat to be the AACAP S4. So he's basically been running around like a cut snake, approving leave, attending conferences, AACAP planning, reccies and all that officer jazz that we will never understand.

General Engineering (Gods)

GE hit the ground running in 2015 being the only section where no member was on a chit. With SGT Sean 'Webatron' Weber, CFN Tony Wratten and CFN Pierce 'Fitter Extraordinaire' Halliday on course, it left GE with CPL Blaine 'Skew-Pac' Askew and CPL Jeff 'My Name is Jeff' Maroske to steady the ship. Let me tell you that ship was sinking faster than the Titanic.



With everyone back mid April our priorities turned to AACAP preparation which will see the most of GE deploy to the middle of Australia to support the Engineers TRY to build something. This in turn will lead to RAEME virtually keeping the place running and helping to complete the job, as it does every year.

Vehicle Mechanics (Gorilla Fists)

Well another year has gone by and the VM's have hit the ground running, some of us have just plain old hit the ground and HARD! For the newer members of the unit, experiencing AACAP commitments has been a steep learning curve. With a service transfer, members on courses and the ever present bird flu worry, the VM section has been able to meet all of the arduous tasks set, with a lot of help from the two handsome DRAKE mechanics, all the while with a smile on their collective faces.



The question remains, will the pearly white smiles and sanity of these brave men and woman be there at the end of the year? Only time will tell.

Recovery (Rescue Truck Operators)

Hitting the ground running Recovery had another, as expected, stellar year. As usual we deployed on another AACAP in a remote Aboriginal community. AACAP provided a new set of challenges for our Rescue Truck Operators, other than the fight with Q-Store to have AB189's actioned in less than a year. Busy demonstrating that there is such a thing as 'preventive maintenance' and testing the boundaries of our hierarchy; with many a day spent researching a sub-clause or hidden text if only to fill the void between recoveries.

With the isolation of the desert and drivers discovering new ways to test drive/drift our Mack fleet, the croc line filled up quickly. Recovery somehow found time in their 'busy schedule' to help a few Grey Nomads who had rolled their caravan. Holding the fort back at the North WKSP, CPL Leigh had plenty of work to keep him occupied, even helping our neighbouring unit 9FSB.



Electrical Section (Brew Club)

Electrical Section as you can probably guess, also hit the ground running this year, busy charging everyone extra on their brew bills and with preparation for AACAP 2015. They have been 'hard at work' repairing the 'donkey kicked' generators, preparing the refrigeration units damaged from prior AACAP trips, test tagging, repairing FPDS and the odd 'VM cant find the wire' auto-elec jobs.

The unit's first boffin CFN Williams-Flack however has been actually working, changing dust caps like there's no tomorrow. At 20 EOD, his 2nd home, he has been inspecting robots, lasers, coffee shops, mine detectors and a myriad of boffin jobs. Rumour has it he even made an item FF once.

AACAP Welding Championship

With the North WKSP conducting AACAP 2015 it will be the host of the annual AACAP Welding Championship. This year will see a lot of fresh faces to the competitive welding scene and also a few old veterans.

Unfortunately some people will be unable to attend this year and therefore CFN Wratten will be unable to redeem himself as the reigning last place getter. One of his better welds can be seen in the picture below.



Repair Parts Store (Q-Store 2.0)

'Mick sent me a massive list of parts that he wants, that's not my job' CPL Preston – RPS

The RPS did not hit the ground running this year, as they were unable to be found, along with the requisitions that were sent. However they still talk about 'that one time when they got a part'. One thing RPS has done well this year, is repeatedly retained the tool of the week.

From everyone in the workshop, good luck and good soldiering!

Rotary Wing Aircraft Maintenance School

CAPT Steve Wardill, CAPT Pete Prendergast, LT Elliot Geddes

2015 saw a significant turnover of key staff at the Rotary Wing Aircraft Maintenance School (RAMS). With a new CO, 2IC, ADJT, OPSWO and SI MRH, and the SSM absent on Acting-RSM duties, it was over to the handful of incumbent staff to keep the unit sailing steady while the new-look HQ established itself.

The attribution of credit tends to vary depending on which rank group you're talking to; according to the SGTs it was just business as normal with them carrying the unit on their shoulders, the WOs are adamant that it was their wisdom and guidance that kept us on course, and the LTs will tell you that it was their staff duties horsepower that saved the day. History will show however, that synonymous with their reputation for superior command and management attributes, it was the CAPTs that continued to provide the backbone of the unit.

Tall tales aside, RAMS' seamless transition into 2015 was a reflection of the professionalism, adaptability and commitment of its staff and contractors at all levels. Situated at Swartz Barracks in Oakey, QLD, RAMS is responsible for the delivery of RAEME Aeroskills and Navy MRH technician training.

This includes aircraft-specific technician and system manager training for ARH, MRH and S-70; SUBJ 4 for CPL, SGT and WO; and the Army Aviation Engineering Officer Initial course. The unit also provides technical training to non-technical personnel such as aircrew and aviation ground support personnel, and manages the conduct of technical training at detached locations such as the Shadow 200 TUAV system at 20 STA REGT, and CH-47 bridge training at 5 Avn Regt.

The unit organisation is an amalgamation of military personnel and contractors (AGAP and Boeing). Each aircraft type has evolved its own standalone training model. On paper, the conglomeration of individual training models, and uniformed and contractor personnel, appears prohibitively complex and unworkable. But it is a testament to the working relationships and interoperability of the unit's sub-sections that RAMS sustains a robust, flexible, and regulatory-conforming trainee throughput.

Being one of the few all-RAEME units in Army, RAMS is also characterised by its robust sports and leisure activity regime. The 2015 sports calendar kicked off with the staff vs trainees cricket match. Staff ended up walking away smug victors, having laid down



a lesson in patience, strategy and wit for the all-spectacle trainees. Favour swung back to the trainees for the mid-year touch football competition however. The advantage of youth and reliance on a substitution bench to rival an NFL team was enough for the trainees to overcome a determined but physically depleted staff squad.

Being situated in rural SW QLD, the Army Aviation Training Centre has an especially strong bond with the local community, and this is particularly evident during ANZAC Day commemorations. RAMS will typically detach individual soldiers, sailors and officers to remote outlying communities to participate in local ceremonies, whilst the remainder of the unit leads the official parade in Oakey.

2015 was no exception, with the unit's rigorous battle PT program coming to the fore in conditioning participants for the taxing temperatures on the day. Being a part of Army Aviation has a lot of advantages, one of those being aerial fly-overs in your back pocket; and our aviator brethren certainly didn't let us down this year, spectacularly syncing in with our parade and dropping the jaws of the hundreds of attending locals.

Below HQ, RAMS is structured into three separate wings:

Technical Master Wing (TMW)

Senior Instructor: CAPT Steve Wardill

TMW is responsible for the delivery of RAMS' suite of SUBJ 4 courses. Instructional staff comprises of one Captain, three WO2s, four SGTs, three CPLs and two APS. A typical training year will see five CPL courses, two SGT courses, and one Artificer course. The wing also delivers two Army Aviation Engineering Officer Initial courses each year to prepare junior LTs for the role of TST COMD.

The flagship course delivered within TMW is the SUBJ 4 WO. Prospective Artificers are posted to RAMS for 12 months to undertake the course which comprises of a five month academic component delivered at RMIT followed by an intense and demanding operations phase. During the operations phase students are required to plan and execute the training, deployment and redeployment of a TST in support of a composite aviation squadron.

As students are role playing a Hangar Artificer in real time, they are relentlessly peppered with various technical, administrative and personnel scenarios, whilst also fending off persistent distractions from role players, and wearing out the soles of their tap dancing shoes fielding RFIs from 'rigorous' commanders. In 2015 RAMS was privileged to award the following graduates their Artificer badge:

- SGT Robert Godfrey
- SGT Matthew Clapham
- SGT Chad Murphy
- SGT Chris Payne
- SGT Ian Jago
- SGT Neil Dickie

The cornerstone of TMW's training system is its flightline simulator. Incorporating an array of audio, video and touch screen technologies the simulator enables instructors to place a student in a flightline environment, and remotely monitor and influence the inputs to that environment.

A typical training scenario sees a student having to respond a lost tool (a show-stopping event in aviation) whilst concurrently managing a notional workforce and associated maintenance documentation. At peak workload and stress, the instructor will cue in an angry OC demanding answers as to why his aircraft is not ready for maintenance release.

The unique experience that the flightline simulator provides is priceless in terms of conditioning prospective aviation Maintenance Managers to the demands and distractions of an operational flightline, and recently Navy has taken a keen interest in emulating the system within their training model.



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ARH / Black Hawk Wing

Senior Instructor: LT Elliot Geddes

The primary role of the ARH / Black Hawk Wing at RAMS is to conduct the aircraft type training for Army's workforce of ARH and Black Hawk maintenance technicians. In addition to this, the wing runs the training for UK lateral transfers and numerous ARH / Black Hawk familiarisation courses for the wider army.

The trainees spend approximately 9 months on course undergoing demanding academic and on-the-job training with military and civilian mentors. Both ARH and Black Hawk trainees spend their final phase of training in a contractor-led live maintenance organisation, maintaining the airworthiness of ARH and Black Hawk aircraft for pilot training and crash rescue roles. This is a highly valuable experience, allowing the trainees to hit the ground running once they reach the operational unit.

2015 has been a successful year for the wing, which will have graduated 22 Black Hawk and 19 ARH technicians by the end of the year. This is a significant achievement for a capability that requires intensive mentor involvement owing to the safety critical nature of the role. Each graduating technician receives the aviation beret from the Commanding Officer during his or her march out, representing their arrival into the capability and into the world class safety system that is Army aviation.

MRH Wing

Senior Instructor: CAPT Pete Prendergast

MRH Wing delivers MRH90 type training for Avionics and Aircraft trade technicians along with the System Managers course for Engineering officers and SNCOs and pilot technical training. 2015 has seen the successful completion of AV sessions 0009 through to 0012 (39 students) and AC sessions 0008 to 0011 (33 students).



Our students have been made up of 47 Army and 25 Navy (70 Males, 2 Females). IET courses are approximately 8 weeks of academic lessons in the classroom and 12 weeks of practical off-the-job training working on the MRH aircraft in the RAMS hangar. Students are then posted to 5 Avn Regt or 808 Sqn (Navy) to complete further on-the-job training.

Our training has developed this year through significant staff effort and trainee input. Work behind the scenes on specific training aids is ongoing and 2016 will bring the first of these with delivery of the Aircraft Systems Trainer due early in the year, which will significantly enhance our interactive troubleshooting scenarios.

Conclusion

With another successful year of training now drawing to a close, the challenge for RAMS is to remain innovative, in touch, and responsive to the constantly changing operational environment of Army Aviation. With the introduction of significant capabilities such as LHD, ARH, MRH and CH-47F rapidly transforming how aviation is employed and supported, it is going take a concerted effort to maintain relevant and contemporary training.



RAMS 72nd Birthday

LT Elliot Geddes

The Rotary Wing Aircraft Maintenance School celebrated the 72nd RAEME birthday in its own style, with a day of team activities followed by a regimental dining-in night. For the majority of trainees, this was their first formal dining-in, and appropriately it was hosted in the hangar in which their RAEME technical training commences. An ARH, MRH and S-70 flanked the dining tables, adding a sense of seriousness and purpose to an otherwise relaxed atmosphere.



BRIG Andrew Mathewson (L) presents COL Steve Evans with his Certificate of Appreciation.

The formal part of the night consisted of the farewells for COL Steve Evans and MAJ Ian Johnson CSC. In his farewell speech, COL Evans spoke about the mentors he gained and the valuable advice that helped him throughout his career.

The overall theme was that to become proficient in a leadership-management role, a degree of humility is required to obtain a quality mentor. COL Evans also spoke highly of the quality of the soldiers and officers in RAEME, and of the quality of the fishing magazine he co-owns.

The dining-in night was also the farewell for MAJ Ian Johnson CSC, a veteran of RAEME with over 40 years service experience. Fittingly, MAJ Johnson finished his career as a mentor to some of the newest Craftsman in RAEME, working as the Army Liaison Officer at RAAFSTI and then as the ZIC of RAMS. Thus MAJ Johnson's influence and legacy will be carried on by the latest generation of soldiers.



MAJ Ian Johnson (L) receives farewell gifts from LICOL Arthur Tsamis and MAJ Terry Johnson (R).

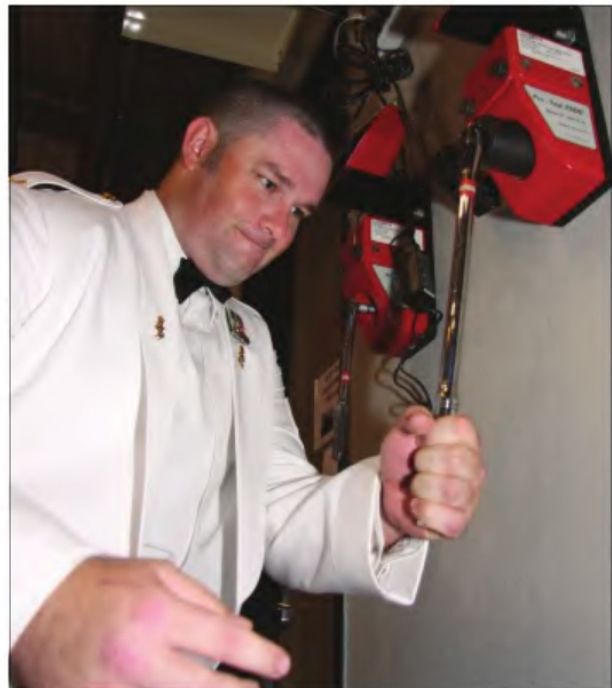
The very busy night also included an address from BRIG Andrew Mathewson and the ceremonial handover of RAMS from the outgoing CO, LICOL 'Arthur' Tsamis to the incoming, LICOL Rob Boughen.

RAMS' Navy contingent also participated in the festivities, demonstrating some of their own dining-in night traditions such as not standing for the toast to the Queen. RAMS' senior Navy member, Chief Petty Officer Doug Tebbit, assured the audience that it was not disrespect to the Queen, but a tradition from diners on 19th century warships.

Navy personnel would remain seated to avoid hitting their head on the deck ceiling, known in Navy speak as the 'deckhead.' Rumours that Chief Tebbit had made this up as he was too lazy to stand, were quickly dispelled after consulting the relevant ceremonial manual.

The after dinner mess games were once again lively and RAEME themed, the most popular being the torque wrench challenge which consisted of two tests; in the first test, the competitor was required get as close as possible to a specified value in a single pull on the spanner, the goal of the second test was to achieve the maximum possible torque value.

The maximum value achieved was a dubiously high 400 odd Newton metres of torque using a 30cm long spanner – so far no official response has been given to enquiries by ASADA.



SGT Glen Wittig attempting the torque wrench challenge.

Overall, the dinner was conducted in a friendly, relaxed atmosphere, proving a rare opportunity for all ranks to converse in a social setting. An opportunity particularly appreciated by the Craftsman and junior officers that were seated next to senior members of the Corps. RAMS looks forward to celebrating the 73rd birthday in similar style.

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