

RAEME Head of Corps Newsletter



September 2002
(3rd Edition)

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CORPS SEMINAR

Hopefully by now many of you will have already secured your leave pass and made your reservation for the **2002 RAEME Corps Seminar** and **Corps Dinner** in October. If not you will find a nomination form attached to this newsletter – GET IT IN. The seminar is an important event for the Corps and it is your opportunity to get an update on what is happening within your Corps and it is your opportunity to have a say in the future direction of your Corps. Equally it is a unique opportunity for the Corps brethren to gather (albeit very briefly) under our Corps banner, at the home of our Corps Spirit and celebrate the Corps' 60th anniversary.

PROFESSIONAL DEVELOPMENT FOR ARMY GROUND BASED PROFESSIONAL ENGINEERS

Reference: DEFGRAM 421/2002 Expression of Interest for Participation in Army's Pilot Professional Development Program for Ground Based Professional Engineers dated 2 September 2002.

Army has recently approved the establishment of a pilot Professional Development Program (PDP) for Army's ground based professional engineers. Expressions of interest are sought from suitable applicants to participate in the pilot PDP.

The pilot PDP for FY 02/03 will be run by DTR-A and be conducted through the Institution of Engineers Australia (IEAust). Professional engineers who successfully complete the program will be qualified as Chartered Professional Engineers (CPEng) and be eligible for registration on the National Professional Engineers Register (NPER). All participants will have their IEAust membership fees and PDP fees paid for.

The PDP will be functionally based and aimed at ensuring professional engineers are competent in conducting engineering functions including; design review, certification and acceptance. It must be noted that not all engineers undertake these functions, hence may not be able to meet IEAust competency requirements. Successful applicants are expected to meet identified competencies through the course of their work and engage their supervisors and/or mentors in the process. Past experience may be utilised to meet required competencies, which may fast track some participants. Position competency requirements needed to participate in the scheme are available on the IEAust website at <http://www.ieaust.org.au/membership/professional.html>.

The target group for this program is 'ground based engineers' which includes civil, electrical, mechanical, electronic, computer systems, chemical, and some other engineers traditionally located in the Corps of RASigs, RAE and RAEME. The appendage 'ground based' was added to distinguish from other engineer streams, which have been separately catered for by the RAAF and RAN.

The requirement exists for 40 engineers to pilot the scheme for FY 02/03. Subject to the outcomes of the pilot, the scheme may be extended to a wider professional engineer group who are legally required by Defence to be competent in engineering functions including design development, review, certification, trial and acceptance.

TRF Implementation Working Group members, LSD SPO Directors and LEA Program Directors are requested to canvas widely within their respective organisations, both ARA and active GRES to participate in the scheme.

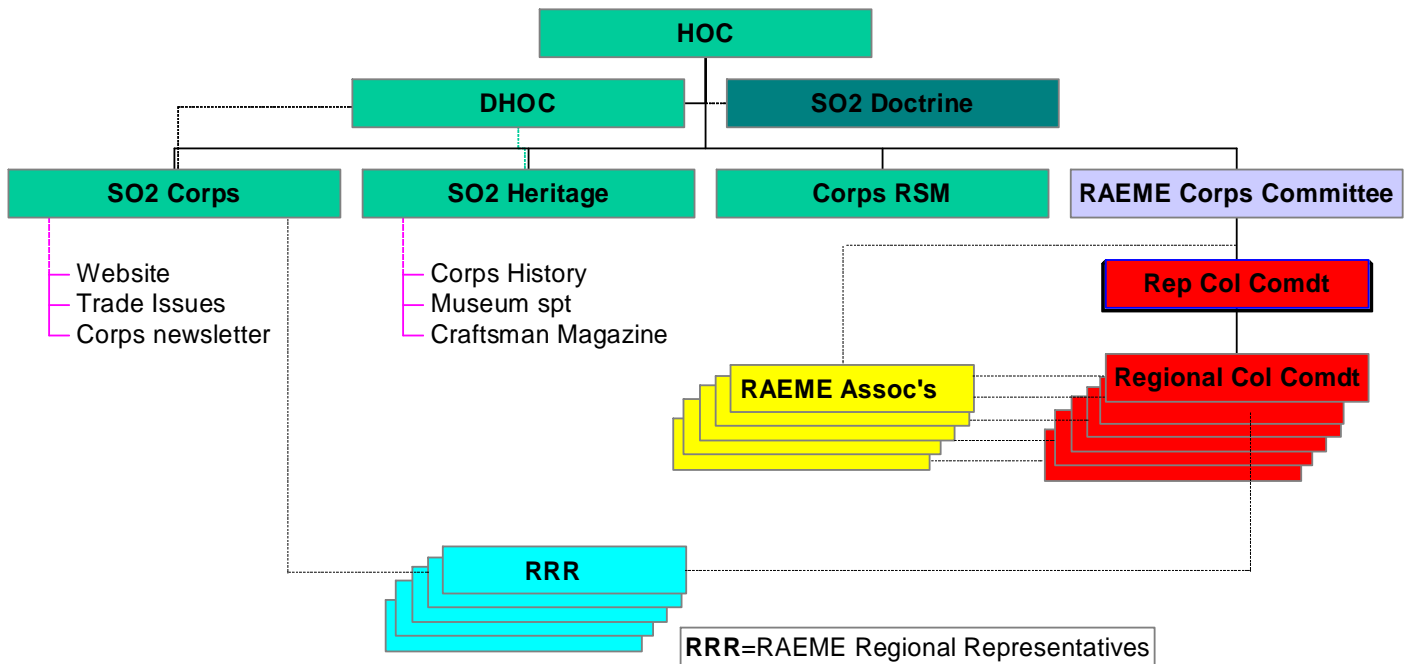
Application forms are available as part of an internal Army instruction which outlines the program and will be available shortly on the DTR-A website <http://sorweb.sor.defence.gov.au/dtra/>. All applications are to be forwarded through chain of command to DTR-A at DPM-3 661 Bourke St, Melbourne by 30 Sep 02. The intention is for all applications to be received and discussed at the next TRF steering group meeting on 11 Oct 02.

The DTR-A point of contact is Mr Ian Johnston on (03)9282-7505 or e-mail ian.johnston@defence.gov.au.

HONORARY COLONELS COMMANDANT / REGIONAL RAEME REPRESENTATIVES (RRR)

The establishment of the Head of Corps Function is a key initiative in the CAs' Corps revitalization program. However the HOC organisation is only one of a number of Corps networks representing the Corps interests. Other networks that work very closely with the HOC are the Honorary Colonels Commandant and the RAEME Corps Regional Representatives.

Head of Corps Network Diagram



The Representative Colonel Commandant is available to give advice or assistance on such matters as are referred by the HOC. These matters may include:

- ❖ Controlling or advising on the administration of Corps Funds and attending meetings in these matters;
- ❖ Liaison between the Corps and the Colonel-in-Chief, including an annual report on Corps activities and achievements;
- ❖ Sending and receiving the customary messages to and from the Colonel-in-Chief and allied corps; and
- ❖ Advice to the HOC on matters within the purview of the Colonels Commandant.

The Representative Colonel Commandant also acts on behalf of the HOC on such matters as the purchase of Corps initial and reciprocal presentations. The Representative Colonel Commandant attends RAEME Corps Conferences and chairs the session on Corps domestic matters.

The Honorary Colonels Commandant are to advise the HOC and their Senior RAEME Regional Representative, on such matters as:

- ❖ Fostering of esprit-de-corps in RAEME;
- ❖ General welfare of the Corps;
- ❖ Maintenance of interest in the Corps by the civil community; and
- ❖ Memorials and customs.

The Regional RAEME Representatives are responsible for providing support to Corps related matters within their respective regions, such as:

- ❖ Provision of secretariat support to the Regional Colonel Commandant so as to enable the Colonel Commandant to fulfil his duties,
- ❖ Ensuring that regional nominations for the Craftsman of the Year award are forwarded to Head of Corps,
- ❖ In conjunction with the Regional Colonel Commandant, promotion of esprit-de-corps within their own region,
- ❖ Liaison with the secretariats of other regions and Head of Corps,
- ❖ Acting as the point of contact for the Corps for respective regional AEME/RAEME associations,

- ❖ Assisting with travel arrangements for the Regional Colonel Commandant by liaison with SO2 Corps at ALTC Bandiana to acquire approval for travel and subsistence expenditure, and
- ❖ Maintain a current record of retired RAEME members within their respective region, and forwarding copies of it to the SO2 Corps database as at 1 February annually.

Honorary Colonels Commandant Appointments		
Appointment	Officer	Contact Details
Colonel in Chief	Field Marshall His Royal Highness Prince Philip Duke of Edinburgh, KG, KT, OM, GBE, AC, QSO	
Representative Colonel Commandant	COL L.J. Foley (Rtd)	Captains Hill Wallaroo Rd
		Hall, ACT, 2892
		(02) 6230 2892
Honorary Colonels Commandant		
Eastern Region	COL L.J. Foley (Rtd)	As above
Queensland	BRIG R.L.G. Grant AM (Rtd)	PO BOX 28 BULIMBA
		Ph: 07 3896 2292 BH: 07 3896 2261
		Mob:0411749005 Email: rossgrant@acgs.qld.edu.au
Southern/Tasmanian/ Central	COL J.C. Wilson (Rtd)	29 Gwingana Cres
		Glen Waverley, VIC, 3105
		(03) 9566 9233 0419335976
Western Region	MAJ I.L. Stewart (Rtd)	77 Keslake Way
		Parkwood, WA, 6147
		AH: 08 94252404 BH: 08 94252214, Fax:08-9221270 Mob:014463378
Northern Region	LTCOL Chris Wrangle (Rtd)	25 Brinkin Terrace
		BRINKIN NT 0810
		08 8927 5321

RAEME CORPS REGIONAL REPRESENTATIVES						
Appointment	Rank	Name		Corps Appointment	Region	Phone
SO1 MAINT LHQ	LTCOL	Adams	Andrew	Corps Regional Rep	NSW	02 93393387
CA RAEME - DOCM-A	MAJ	Borg	Tony	Corps Regional Rep	ACT	02 62655777
OC TECH SPT 1 JSU	MAJ	Polich	Duncan	Stand in SEQ Region Rep Jun - Dec 02		07 33326129
OC FD WKSP 1 CSSB	MAJ	Ashurst	Todd	Corps Regional Rep	Nth Region	08 89859301
OC FD WKSP 3CSSB	MAJ	Faughey	Nick	Corps Regional Rep	Nth Qld	07 47717678
OC FD WKSP 7 CSSB	MAJ	Forrest	Phil	Corps Regional Rep	Sth East Qld	07 33327645
BC SPT BTY 16 AD REGT	MAJ	Griffiths	Martin	Corps Regional Rep	Central Region (SA)	08 83890290
OPS RESEARCH SASR	CAPT	Bassett	Paul	Corps Regional Rep	Western Region	08 92856681
CHIEF ENGR- MOB - DMO	LTCOL	Barwick	Gavin	Corps Regional Rep	Southern Region	03 92826425

LOGISTIC TRADE REVIEW

It is now five years since the Corps Directorates were closed, and thus five years since the logistic Corps trade requirements, defined in Employment Specifications, were comprehensively reviewed.

Further more the current Employment Specifications were written pre-DRP, at a time when there were significant numbers of all logistic trades in Logistic Command and Training Command. Now, over 80% of most trades are found in Land Command. As such, the trade requirements must primarily meet the need of Land Command units on operations.

The Trade Management function, formerly carried out by the Corps Directorates, is now the responsibility of the Employment Category Sponsor, who for all logistic trades is COMDT ALTC. The staff agency to effect this task is the ALTC Development Group.

The method of conducting this review is different from an Occupational Analysis, which gathers information from trade members on “what does this trade do at the moment”? This review gathers information from Commanders, Managers and Supervisors on “what skills does this trade need”? It will do this through two separate surveys, a detailed task survey to be completed by CPLs to MAJ OCs, and a more general survey to be completed by COs and Senior Staff Officers at Unit, Formation and higher HQs.

The immediate endstate is that all unit commanders, supervisors and managers will have had the opportunity to shape the trades found in their units. The near future endstate is that revised Employment Specifications will have been produced and promulgated for the information of all Army members on the new DEFWEB based Manual of Army Employment.

Survey teams have visited Darwin, Townsville, Brisbane, Melbourne, and Puckapunyal. They are currently in Adelaide and will be visiting Sydney in the near future. Across the RAEME trades we have had over 400 surveys returned which is a good start however to ensure credible data it is important that all surveys are completed and returned. Some of the issues that are being clearly identified are the need for driver licences to be included in IET phase and the need for SDSS training. Detailed analysis of the data is yet to be completed.

VEHICLE TECHNOLOGY WING: ALTC

VTW's core business is conducting trade and career courses for the vehicle and recovery mechanic trades in the ADF, however on occasion the Wing is tasked to support other Defence agencies and projects. During Apr - May 2002, Recovery Platoon, VTW was tasked by DTrials to conduct the Operational Test and Evaluation (OT&E) of the product improved Mack heavy recovery vehicle (PIHRV). The PIHRV is an in-service Mack wrecker that has undergone a number of modifications to enhance the vehicle habitability and overall performance. At the same time the twin boom recovery system and crew cab were removed and a purpose built recovery system retrofitted to the chassis. The cab/chassis modifications were designed and fitted in Brisbane and the recovery body was built in



America using off the shelf systems. Using existing recovery sub-systems and integrating them into a single unit represented considerable time and cost savings in the design process. The recovery system comprises twin 13 tonne hydraulic winches, twin hydraulic spades, a hydraulic overlift towing system, 9 meter tonne crane and SCES lockers. The systems are built onto a subframe, which bolts onto the existing vehicle chassis. Modifications to the cabin include, air ride cab with integral crew shelter, heat and sound insulation and air conditioning. Modifications to the driveline include increased horsepower, ten speed transmission, new clutch, air drier, transfer case oil pump and cooler. During the conduct of the OT&E the vehicle performed to specifications, it is comfortable to drive on and off road, cruises nicely with a laden Mack on tow with engines rev of approximately 1600rpm at 90kph. The PIHRV is capable of towing a vehicle casualty with a combination mass in excess of 75 tonne. The winches achieved 52tonne tasks with without any major failures and the crane does the job. The vehicle is the ideal combination of old and new and during the OT&E suffered no mechanical or structural failures to the cabin or driveline and only minor problems with the recovery systems. In closing it is stressed that the PIHRV is not introducing a new capability to Defence, it is simply an attempt to reinstate a heavy recovery capability that has been severely limited for seven years to the ADF. The VTW OT&E teams were impressed with the vehicle capabilities and are in no doubt that the Land Army will be well satisfied should the PIHRV be introduced into service.

ARTILLERY TRAINING COURSES AT THE ALTC

As with all training in Defence, constant revision, evaluation and validation results in changes and the upgrading of courses. Training in the field of Armaments being no exception, there have been a number of alterations to the Artillery and Leopard MBT Courses that the reader should be made aware.

Courses

ALTC (Latchford) currently offers the following courses for equipment involving Ordnance maintenance, examination and repair:

- ❖ Medium Artillery Maintenance Course (M198);
- ❖ Field Artillery Maintenance Courses (Hamel);
- ❖ Field Artillery Maintenance Course (M2A2);
- ❖ Leopard MBT Turret Maintenance Course; and
- ❖ Ordnance Examiners Course.

Course outline

Members panelled for a course noted above will now be required to complete an Armament Principles and Optics module (if not in receipt of RCC), before commencing the equipment training phase. An Ordnance Examiners Course is run immediately following the equipment phase for those members eligible to participate and not already qualified.

The Armament Principles and Optics phase and Ordnance Examiners Course were, in the past, elements of Subj 4 training. The Armament Principles package involves the areas of terms and definitions, ballistic theory, equipment and assembly design and operation, ammunition, lubricants, documentation and an optics inspection package.

The Ordnance Examiners Course is now a stand-alone course that is run in conjunction with an equipment course. This means that members not required to do the equipment-training phase can nominate for the course separately. The Ordnance Examiners Course is to train ECN 146-2 in the inspection and examination of barrels and breech mechanisms of in-service equipment, and complete the documentation involved. Areas such as borescopes, taking gutta-percha impressions and breech mechanism tests are some of the areas covered. The course is five days long and open to ECN 146-2 CPL (qualified Subj 4 (SGT)) to WO2 who have completed an equipment maintenance course.

Part-time courses

There are currently a number of short courses being offered for the artillery equipment courses. These courses are intensive in nature, due to the fact that they are run over a reduced amount of training days, whilst maintaining the amount of training hours. Translation: late nights and working weekends! Most times these courses will be offered to Part-time soldiers with some vacancies occasionally filled by ARA members.

EMEI rewrite

For the latest writing on qualifications for Ordnance examination, inspection, repair, modification and classification, read EMEI WPN A 129-2, issue 2.

Contacts

Any feedback or queries on course changes mentioned above or related areas, please feel free to contact the following:

Mr Vince Gardner *02 6055 4041;*

SGT Dave Yeoman *02 6055 4004; or*

SGT Paul Gibbs *02 6055 4325.*

PH3 ASLAV IIS IMPACT ON VTW

Commencing in October of 2002, the training of personnel to support the Introduction Into Service (IIS) of 144 Phase Three (Ph3) ASLAVs will have a huge impact upon units, training establishments and tradespeople responsible for the operation and maintenance of the ASLAV FOV.

The ASLAV Project Office has outlined the proposed schedule of courses out to 2005 covering the training of all trades, both operator and maintainer.

Vehicle Technology Wing's (VTW) involvement will see an increase in staff and course development and delivery, while continuing to conduct sustainment courses (ITT, Careers and Specialist Equipment) presently delivered by VTW.

Instructor Conversion Training (ICT) for VTW staff commences in January 2003 with 1st/reverse conversion training followed, in late February, by a Ph2 to Ph3 ASLAV conversion course delivered by the contractors, General Motors Defence (GMD). This course will then be validated with a view to VTW instructors delivering a pilot conversion course at ALTC in March 2003. These instructors will then form the nucleus of the Mobile Training Team (MTT) tasked with training vehicle mechanics (VM) on the Ph3 ASLAV.

It is proposed that VTW staff will conduct conversion training at 2 Cav Regt in November of 2003, for both VMs and Recovery Mechanics (Recov Mech). The VM conversion training will be of approx two days duration and four courses will be conducted. The Recov Mech conversion training will be of approx three days in duration and two courses will be conducted. Not all personnel currently qualified on ASLAV will undergo conversion training, initially only those personnel posted to, or identified for posting to, 2 Cav Regt in 2004 will be trained.

Following the completion of training at 2 Cav Regt, it is proposed that VTW staff commence training of VMs posted to 2/14 LHR (QMI). This will see Lt A Veh qualified VMs undertake the ASLAV Vehicle Maintenance Course. The first proposed course to be conducted at ALTC will commence in July 2004 and will incorporate amendments for Ph3. It will be approx 28 days in duration. Two further courses are planned to coincide with the issue of upgraded Ph2 to Ph3 ASLAVs and are proposed to be conducted at 2/14 LHR (QMI) in late 2004 and early 2005.

The focus of providing this training within user units, utilising Fly Away Teams, and the recent shift by VTW towards conducting unit needs courses in user units has prepared VTW well for the delivery of this training. The increase in logistic and instructor support required to deliver fly away courses is well offset by providing units and tradespeople with relevant and timely training with the least disruption to their core business.

WHEN THE TIGER COMES DOWN UNDER

The Australian Army is on the eve of accepting into service the most sophisticated and capable weapon system the Service has ever operated. The Eurocopter Tiger Armed Reconnaissance Helicopter (ARH) is a state of the art reconnaissance and firepower platform with a comprehensive suite of fully integrated sensors and weapons capable of detecting and destroying enemy forces well beyond the reach of current Army systems. RAEME aviation personnel will be a vital component of the new capability ensuring that the Tiger maintains optimum availability, high airworthiness standards and is always at the leading edge of technology over its projected 30 year life of type.

Tiger deliveries to the Aviation Centre at Oakey in SE Queensland will commence at the end of 2004. Initial deliveries of helicopters will be used for training with operational aircraft entering service towards the end of 2005. By mid 2008 all 22 aircraft will be delivered along with a comprehensive training system and Through Life Support (TLS) Contract as well as new facilities and all other equipment required to support the complete ARH System. Facilities constructed at Robertson Barracks in Darwin will be designed to provide the best possible environment in which to operate and maintain the aircraft including dedicated shelters for each helicopter providing dehumidification as a barrier against the humid environment.

All Tiger technician individual training will be conducted at Oakey using the latest generation training techniques and devices. Technical personnel from 161 and 162 Recce Squadrons will be supplemented by tradesmen from other parts of Army aviation to fill transition courses over the first few years of introduction of the new aircraft. After the transition period the mature training system will be fully developed providing newly trained personnel, as is the case now in Army aviation.

The ARH Tiger will bring new technologies and operational concepts that demand new support strategies. A major component of the support will come from the TLS Contract which provides many of the logistics services that AASPO deliver for current Army aircraft. The TLS Contractor will provide deeper maintenance and RAEME aviation technical trade soldiers will undertake operational level maintenance of the squadron aircraft.

Being constructed of more than 80% advanced composites means that traditional metal and rivet battle damage repairs will be replaced with more advanced techniques. This will change how Army tradesmen approach the demanding task of returning a damaged aircraft to service as quickly as possible so it can rejoin the fight.

The nature of troubleshooting will also change by virtue of the advanced built in diagnostics used on the Tiger. On board systems can determine which avionics black box has a fault, even in some cases which circuit card within that box is to blame. This will speed up repair times at OM and also reduce dependency on specialist test equipment whilst in the field.

The latest generation of the US Hellfire 2 missile is being integrated into the Tiger's weapons fit. Hellfire gives the ability to destroy hardened targets at up to eight kilometres with both launch aircraft and third party laser designation. Hellfire complements the Tiger's formidable standard weapons fit of 70mm rockets and a 30mm off axis cannon controlled by the pilots helmet position. The weapon systems fitted to Tiger will require highly skilled tradesmen to service and repair. Army has decided to cross train personnel in existing Aircraft Technician and Avionics Technician trades to support the armament and vapour cycle air conditioning systems in the Tiger. This allows greater flexibility in the workforce as well as the opportunity for further specialist training for the existing trades.

ARH Tiger units will rely upon the long established RAEME tradition of providing the highest quality maintenance of Army weapon systems in barracks and in difficult conditions in the field. As the aircraft will be deployed from its home location at Robertson Barracks for a considerable part of the year, forward repair teams will be routinely deployed to repair unserviceable Tigers. All Tiger tradesmen will need to possess the skills necessary to complete emergency repairs to battle damaged Tigers in times of real conflict. These skills will be a development of base skills combined with the ability to rapidly assess battle damage, design field repairs and incorporate those repairs allowing the aircraft to return to the fight as quickly as possible. Army has a technical mastery program to ensure that personnel have the skills required to support Tiger in the field when outside assistance can not be assured. This technical mastery program for Tiger will involve technicians being seconded to Australian Industry involved in the deeper maintenance of Tiger and its components. These technical mastery positions will give Army personnel the opportunity to gain experience in the nuts and bolts of the aircraft, allowing them a greater understanding of how to fix the aircraft in a real conflict situation.

The sophistication of Tiger's systems, its advanced technology and the ways in which these are integrated to create what will be one of Australia's most potent combat assets, means that Tiger Technicians will find themselves elevated far above the customary learning platform associated with new aircraft. Tiger will provide a wealth of opportunities for tradesmen to gain experience with the very latest technology in the world and to be supporting one of Australia's most potent combat systems.



THE ADF AVIATION TECHNICAL TRADE OCCUPATIONAL ANALYSIS

There have been a number of significant changes in Army aviation maintenance over the past decade. The Technical Trades Restructure which introduced multi-skilling and reduced the number of trades involved in weapon systems maintenance; the Commercial Support Program that resulted in deeper maintenance activities being performed by contractors, and very significantly, trade training has been aligned with the National Training Framework. These changes are so fundamental to the nature of aviation maintenance that a review of trade occupations is required.

A Tri-Service Occupational Analysis (OA) is currently under-way and will be used to identify any differences in the trade groups between services and provide documentary evidence for the Aviation

Technical trades pay case scheduled for the last quarter 2003. The OA will provide other benefits like identifying training and resource deficiencies, if any, as well as personnel workloads. The OA will provide an opportunity for RAEME Aviation trades to have a thorough understanding of the levels and type of work currently being undertaken and ensure training and trade structures meet those needs. The main objectives of the study are to:

- ❖ identify current tasks and technical responsibilities performed by all Aviation trade personnel;
- ❖ identify tasks and supervisory environments common to all and those exclusive to one or more Service trade personnel;
- ❖ provide OA data to assist in the tri-service aviation trades work structure and employment case;
- ❖ provide OA data to assist in the validation of technical training currently being delivered;
- ❖ identify depth of maintenance activity undertaken by technical personnel (ie OM or DM);
- ❖ Collect other trade-related issues such as training / education levels, career intentions, morale; and attitude.

The questionnaire is being developed in four sections:

- The first is a biographical job information section, in which respondents provide general demographic information such as rank and Service.
- The second is the task inventory, a listing of all tasks performed by the study population. This section will identify the tasks each member performs and provides an indication of the relative time spent on each task.
- The third section includes opinion data on a range of topics of concern to trade sponsors and managers such as training, job satisfaction, and career progression opportunities.
- The fourth will collect information on courses attended and qualifications. OA PROJOs will advise on specific single Service aspects that are to be addressed in this section.

The questionnaire is being developed through a series of panels containing Subject Matter Experts (SME) that will assist in the construction of the task inventory (task specific questions). RAEME Aviation has already sent eight SNCOs and Warrant Officers on the Army specific SME Panel. The questions will be worded to gain as much pertinent occupational information as possible to give a visual impression of a technicians roles, responsibilities, skills and qualifications required to achieve their current posted position.

The Trade Management Section, HQ AAvnTC will provide updates on the Occupational Analysis and other issues as they occur.

ARE YOU AUTHORISED TO WORK ON WEAPONS?

EMEI Weapon A 129-1 WHAT DOES IT ALL MEAN?

The above EMEI details the qualifications or courses you are required to have completed before you can be employed on the inspection, examination and repair of weapons within the ADF. Issue - 3 of this document is about to be released. This is the over arching document to which all weapon EMEI will refer, regarding qualifications to carry out particular tasks.

Question: Can a civilian contractor work on small arms under supervision if they have not completed a Fitter Armament Maintenance Techniques (FAMT) Course?

Answer: NO: Paragraph 19 of this EMEI prohibits civilian contractors without qualifications from inspecting, examination, modification and classification of weapons, armaments and ordnance until formal qualification is gained.

Some examples of other interesting information is contained in this EMEI as follows:

Paragraph 3 details the base trade requirements that a person must have before they can be panelled on a weapons course.

Paragraph 11 gives you the specific rank and equivalent levels you need to conduct equipment maintenance, conduct pre-fire checks, conduct an examination of ordnance or examination of a mortar tubes.

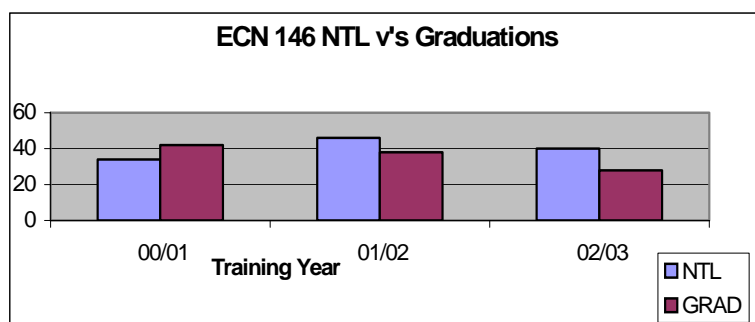
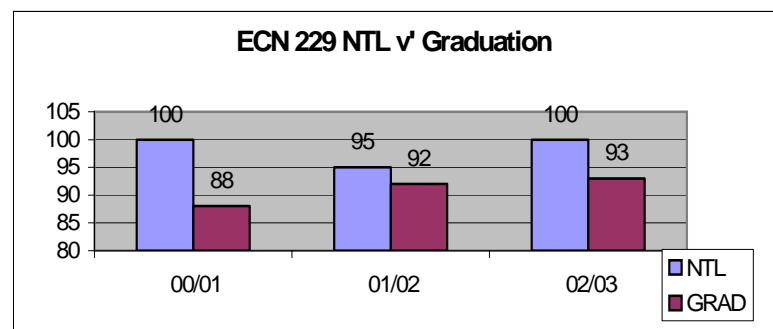
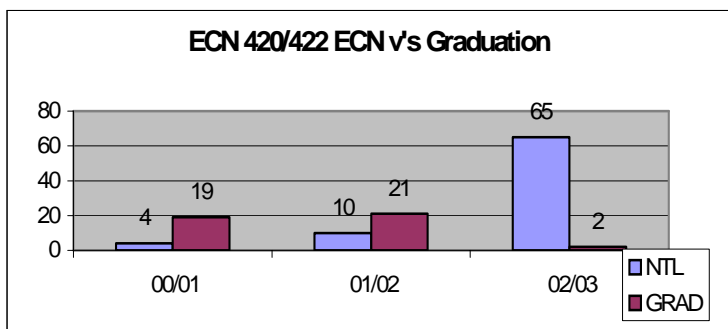
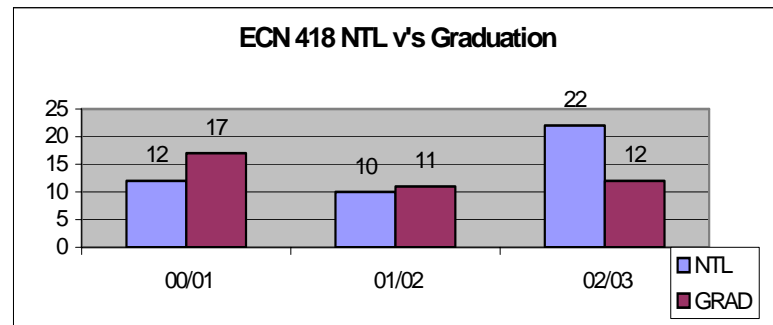
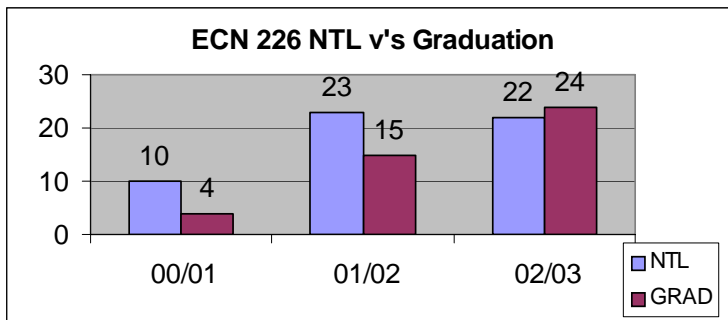
Tables 1, 2 and 3 detail the types of weapons you are able to maintain after completion of a particular type of course. Therefore, you do not necessarily need to have a piece of paper detailing that you have been taught a particular piece of equipment (eg Glock pistol) if you have covered the Browning L9A1 pistol on the FAMT course. This however, does not restrict a member in doing additional courses on individual weapons as long as the member has received the training of the basic requirements from the training authority, ALTC.

All RAEME personnel, APS and civilian contractors including their supervisors, who have the responsibility to maintain, inspect and examine armament equipment's, should be made aware of the importance of this EMEI. Familiarisation of this information should reduce the amount of phone calls to DMO and ALTC requesting information.

Mick Donohue, ACW ALTC

MSD, ALTC THROUGH-PUT STATISTICS

What would a newsletter be without statistics and charts? Below is a summary of NTL v's graduates for RAEME IET courses at MSD.



2002 RAEME CORPS SEMINAR / CORPS DINNER REGISTRATION FORM

The 2002 Corps Seminar and Corps dinners will be conducted over the period of 17-18 October. All senior past and present corps personnel are encouraged to attend. A seminar program is attached.

Attendees will be provided with a comprehensive seminar package on arrival at the seminar. Numbers are limited and personnel intending to participate should register as soon as possible.

Dress for the seminar is DPCU. Dress for both dinners is Dress 6B (Summer Mess Dress). Accommodation is to be independently booked through the Bandiana Accommodation Cell on 02 6055 4398. Transport to and from the Albury Airport for personnel flying in is the members' responsibility.

Seminar POC's: **Seminar and / or Officers Dinner** – MAJ Graham Anderson (SO2 Corps – RAEME) 02 6055 4308, Fax 02 6055 4165, E-mail: graham.anderson@defence.gov.au, **WO/SNCO's Dinner** – WO2 Gus Angus (Dinner Co-ord) 02 6055 4394, Fax: 02 6055 4152, E-mail: gus.angus@defence.gov.au

RSVP – 20 September 2002

Regt No _____ Rank _____ Surname _____

First Name: _____ Initials _____

Unit _____

Contact Address: _____

Phone: _____

Fax _____

E-mail: _____

Attending Seminar Yes / No \$20,

All Ranks Bar-B-Q Yes / No \$Nil,

Officers' Corps Dinner Yes / No \$45

WO/SNCO Corps Dinner Yes / No \$50

Total Payment enclosed \$ _____ (Payment by Cheque, Money Order to RAEME Corps Seminar)

Please send completed form with full payment to SO2 Corps MAJ G. Anderson at MDS, ALTC, MILPO Bandiana, 3694. Your registration will be confirmed by E-mail / Fax by 27 Sep 02.

ORDER FORM
2002 CORPS
COMMEMORATIVE PORT



“ARTE et MARTE”
With Skill and Fighting

Cost \$15.00

Cheques/Money Orders made payable to RAEME Corps Port Fund 2002

Orders Close: 11 October 2002

NAME: _____ (Pls Print) CONTACT NO: _____

NUMBER OF BOTTLES: _____ @ \$15.00 TOTAL COST: \$ _____

Port Committee Contacts:

Chairman WO1 Noel Thomas Tel: 08 8305 7023 Mob: 0419 857954

Sec/Treas WO2 Grant Kuchel Tel: 08 8305 7023 Mob: 0402 208260

MAINTENANCE COY

9CSSB

Warradale Barracks

WARRADALE SA 5046

“No Money No Port