



RAEME

CRAFTSMAN

The Corps of Royal Australian Electrical and Mechanical Engineers

Issue No. 66 2014



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william.myers@defence.gov.au

FOR NEXT ISSUE**Articles should be sent to:****The Editor****The RAEME Craftsman****S02 Corps Heritage****HOC, ALTC****Milpo, Bandiana 3694****DEADLINE****1 June 2015**

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

DISCLAIMER

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RAEME CRAFTSMAN

The Corps of Royal Australian Electrical and Mechanical Engineers

Issue No. 66 2014

Front cover: A Thales Hawkei showing the vehicle successfully negotiating egress from an LCM8 and proving its ability to manoeuvre onto Cowley Beach Training Area. The test also confirms the required fording height of the vehicle.

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S02 Corps Report

MAJ John Halstead

Well Graham Anderson was re-birthed into the ARA early in 2014 which was fortunate because we were low on GRES training days. Congratulations Graham. That meant that I was the only one holding the fort for some time but now I have the services of MAJ Bill Myers who is settling into the heritage position here in the HOC Cell. He has jumped in and taken the lion's share of ensuring this publication has hit the streets in a timely fashion.

You should all be aware that this year we are conducting the Corps Conference here in Bandiana. You can download the admin instruction from the DRN Web Page.

Don't forget to provide proof of payment with the nomination if you intend attending.

<http://intranet.defence.gov.au/armyweb/sites/raeme/comweb.asp?page=181652&Title=General>

This year the theme is all about the Enhanced Combat Brigades and the vulnerabilities that might impact the maintenance process. This subject should provide some interest for one and all so make plans and come along.

Corps subscriptions have grown in the past period and we are enjoying fairly good support to requests for financial support. As most of you are aware ADF Pay are going to cease the ability for members to make discretionary allotments from their pay. This will be finalised mid Feb 2015. This action has potential to severely effect our financial growth and I ask you to source the most recent Newsletter for the preferred solution. If you are not sure how to go about rectifying this situation please email me and I will provide some more detail.

The Corps Port is being managed by the 5th Aviation Regiment. The 5th Aviation Regiment phase out the Blackhawk operations this year so it is fitting the port should be a tribute to that significant event. Advertising information for orders are expected to be released from 22 Aug 14.

The Corps History Book project has a PayPal account for pre ordering. It is available on the link from Ray Norman's brief. At present sales are going well and should realise a profit before the first book is produced and delivered sometime in December 14.

In association with the Corps History Project we have been running a raffle through the services of 102nd Field Workshop. LT Cookman is your prime POC for tickets and all funds will be turned into the Corps History Project in order to reduce costs. Please support this initiative.

2013-14 Corps Funds in brief 1 Oct 13 - 19 Sept 14

Disbursements to regions (2013)		
VIC /TAS	\$800.00	
D/Downs	\$1,200.00	
NQ	\$1,800.00	
SEQLD	\$1,800.00	
NT	\$1,800.00	
SA	\$1,100.00	
WA	\$900.00	
NSW	\$1,100.00	
ACT	\$800.00	
Bandiana	\$700.00	
7 RAR Port	\$4,719.00	
		\$16,719.00
Out of session financial support to units		
102 Fd Wksp	\$2,100.00	
49th Appies Reunion	\$300.00	
Welfare spt	\$2,000.00	
9 FSB	\$200.00	
1 CSSB LSE ADL	\$72.00	
106 Fd Wksp Endeavour Rally	\$3,000.00	
		\$7,672.00
Annual Award purchases		
RACOL Figurines	\$3,290.00	
Engraving	\$105.00	
		\$3,395.00
Purchases		
RAEME Coins	\$6,030.00	
HOC Coins	\$2,195.00	
St Eligius Badges	\$3,349.00	
Aust Flags	\$324.00	
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Postage	\$73.00	
Postage	\$19.00	
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Framing	\$190.00	
Framing	\$150.00	
		\$13,504.00
CHP Expenses		
Author fees Carmichael	\$4,050.00	
Author fees Carmichael	\$16,110.00	
Author fees Carmichael	\$7,094.00	
Publishing	\$27,500.00	
		\$54,754.00
Conference		
Commercial Club deposit	\$500.00	
Modern Promotions coolers	\$995.00	
		\$1,495.00
Expenditure total		\$97,539.00
Subscriptions	\$56,330.00	
Donation	\$6,000.00	
Interest	\$12,384.00	
Cash deposits fm sales	\$1,996.00	
Income		\$76,710.00
Bottom line		-\$20,829.00

Note:

CHP sales of in excess of \$65,000 on Paypal now will see bottom line reflect in the black



Corps RSM Report

W01 Craig Webb

Firstly I would like to welcome all the new members of the Corps and I would like to also acknowledge all current and recently departed members of the Corps for their efforts in maintaining their commanders and ultimately the Army's capability.

During the last 12 months I have endeavoured to catch up with all RAEME soldiers who attend a promotion course at Bandiana. I have been concerned about the amount of soldiers who have not seen or knew about the Corps Newsletters. For all Corps members who have not been receiving a copy of the newsletter you need to talk to your RAEME Chain of Command (CoC), or if your in the CoC (SGT and above) you need to contact S02 Corps and be added to the distribution list. The goal is to pass on information to all of our members with the newsletter.

One of the reoccurring questions I am being asked is 'I'm a Corps Subscriber, what is the Corps doing for me?' As a member of the Corps committee we are looking at several ways to enhance the services provided to Subscribers. Currently the best way for members to access Corps money is to use Corps Instruction No 3. During my tenure no request for Corps funds has been rejected.

This year has seen the re-establishment of the Corps Conference and Dinner. It will be a great chance to catch up with other members of the Corps and discuss current issues and past conquests. All those that attend will have the opportunity to debate the direction of the Corps and I am sure all will enjoy the experience. In the future it will be a held every two years.

In recent years I have dispatched the Corps Banner to Darwin and Townsville so soldiers of the Corps can proudly parade the 'Prince Phillip Banner'. This has been source of excitement for me as I would rather the Banner be used than sit in a cabinet in the Army Logistics Officers Mess (ALOM). For those members in Command positions the Corps Centre Piece is available for loan. These items belong to the members of the Corps and should be displayed whenever a suitable occasion is available.

I would like to thank the efforts of the members who have assisted with the Corps History Project. Soon the book will be released and I am sure it will be enthralling reading. For those members who have not yet ordered a book I suggest you buy one. In years to come it will be a great opportunity for you to look back on where the Corps was in 2014.

Throughout the rest of my appointment I hope to catch up with as many members of the Corps as possible. I openly encourage any member of the Corps that wishes to discuss Corps related issues to contact me.

A final note from me, for all members of the Corps keep the Tri Colour flying and remember we are stronger than anything they throw at us and we pride ourselves on our flexibility in order to provide capability for the Australian Army whilst having fun.

Arte et Marte

ADVERTORIAL

The whole is the sum of the parts

In these days of budget cuts and constraints, the world's military is making greater use of technology, thereby ensuring greater efficiency and economy.

One of the areas where this has delivered benefits is in logistics, given that the armed forces – of necessity – have a vast inventory of military equipment, spare parts, and tools and servicing equipment required for repair, maintenance, and upgrades.

Laser marking enables maintenance technicians to instantly identify the origin, correct part number, and nearest or best source of supply.

For example, the U.S. Department of Defense requires suppliers to use a permanent marking method to give a unique ID to all equipment with an acquisition cost of more than US\$5,000 and which is "mission essential, controlled inventory, serially-controlled, or consumable."

This technology enables either OEMs or end users to make marks that are unique, easy to read, and indelible.

Worldwide, the military is switching to laser marking, and there is a code being increasingly used called UID. This is a form of a

datamatrix code that uniquely identifies military assets, and is globally unique and unambiguous.

A number of gun makers use lasers for marking gun-sights and also for engraving reference numbers on weapons, and lasers are in use for marking control panels on tanks. The USAF now uses lasers for asset tracking using the 2D datamatrix code.

A world leader in this now mainstream technology, and one of the principal suppliers of laser marking systems, is Electrox of UK, a member of the 600 Group.

It has been supplying lasers for materials processing since the early 1970s, and has the expertise and experience to design, develop, and manufacture laser systems for a wide variety of purposes, including fibre, CO2 and ultra-violet lasers for the marking of metals, plastics, glass, wood, and many other materials.

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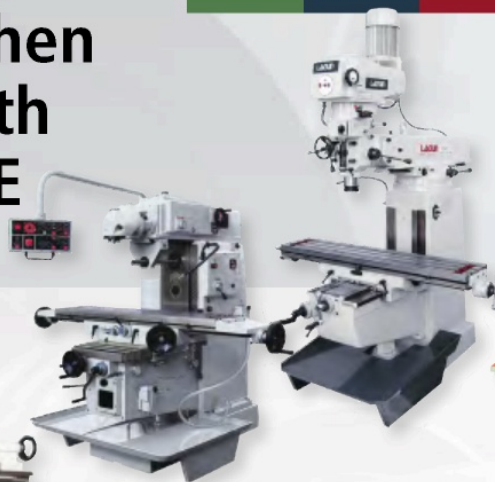
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DSM (Downs Sheet Metal) has a rich history of product development, since 1987, when Director Michael Pearson was first asked to build a sturdy toolbox for the back of a mate's service vehicle.

Michael's background working on the family property and engineering experience helped him design a user friendly ute toolbox ideally suited to the harsh conditions found in outback Queensland on unsealed roads.

There were more toolboxes ordered and built and finally in mid 2000 DSM became a fulltime manufacturing business utilising laser cutting to refine their products.

They offer a huge range of models: small utility boxes, under carriage, fridge, customised, drawered boxes, versatile ute cabinets, also enclosures, trolleys and roller cabinets for workshops.

DSM Toolboxes industrial strength boxes suit the demanding environments found in mining, agriculture, trade and Defence.

Since 2009 they have supplied close to 2000 DEFIB-02L drawered toolboxes and over 100 workshop trolleys to the three branches of the Australian Defence Force.

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S02 Corps Heritage

MAJ Bill Myers

Firstly I would like to introduce myself as the newest member of the RAEME HOC Cell at Latchford Barracks. I am MAJ Bill Myers and I have been posted to the RAEME Corps Heritage position taking the place of MAJ Graham Anderson.

I joined the Australian Army in 1977 as a 32nd class Apprentice Fitter and Turner and have enjoyed a variety of postings around Australia since that time. Early this year I transferred from the ARA to the Active Reserve to settle in the Albury/Wodonga area.

I would like to thank MAJ Graham Anderson for allowing me to pick his brains on a range of issues since I have taken up the position. Thanks Graham!

I hope to catch up with many of you at the Corps Conference in late October 2014. The Conference is shaping up to be great opportunity to hear about and have input to the various maintenance aspects of Plan BEERSHEBA.

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Your RAEME National Association

Raymond Norman OAM, President

Ladies and gentlemen of the Corps. I have great pleasure in advising you of the progress of your RAEME National Association (RNA) and the plans for the near future.

RNA History

For those that maybe unaware, the RAEME National Association (RNA) was launched on RAEME Birthday 2011 and has been developing slowly and carefully to ensure we get most things right the first time round.

One of the major reasons for raising this association was to connect all RAEME, serving and retired members of the Corps in a coordinated way.

To date we have been very successful in rounding up all the state and territory associations as affiliate members of the RNA and it's now time to bring the serving folk on board as members of the RAEME family group. Your Heads of Corps past and present are keen to see this process succeed and you will see by visiting the RNA web site www.raeme.org.au that Head of Corps (HOC) has a member on the RNA Committee.

Your Website

I invite you to take a look at the new website www.raeme.org.au where you will note amongst many other things that there is a link to all state and territory associations by simple clicking on the state/territory on the Aussie map you wish to visit. You will note that all sites have the same modern look and feel which is a great step forward from the past.

RNA Facebook

Additionally have a look at the RAEME National Facebook page displayed on all RAEME sites and send us your comments, ideas, stories and photos.

Shop

Also a new addition to the RNA site is the SHOP where, if you have not already done so you can pre-purchase a copy of the new Corps History Book, "With Skill and Fighting-The Craftsman of the Australian Army 1942 to 2014" a must read and collection to your personal library. Other merchandise will appear here in the future and you are invited to visit the State and Territory Shops on the various web sites for a very good range of RAEME merchandise at great prices.



Membership General

Membership of the RNA is free to all providing your association is affiliated to the RNA. All state and territory RAEME Associations are affiliated with the RNA, so providing you are a member of your state/territory association your membership of the RNA is assured. Please ensure your association has up to date contact details.

Full Time Serving Members Membership: Full Time serving members regardless of category of service are members free providing the RNA is in receipt of the member's current contact details. Please fill in the RNA Membership Form at www.raeme.org.au for your free membership. This RNA free membership facilitates for the RAEME family, serving and retired to be in contact with each other for a variety of reasons including DVA advice, employment opportunities nationally, connectivity to mates now and the future, merchandising, Corps History and simply being part of the RAEME Family for ever. This is so important for your continued connection with the Corps and all it has to offer now and in the future for you, your family, partners and mates.

Important, act now by filling in the few details on the RNA Membership form and stay connected, it costs you nothing, go to www.raeme.org.au

Your contact details will not be transmitted to others without your express permission.

The Committee of your association are very keen to hear your ideas and suggestions on what you want, expect, and what you can do to improve the services the RNA can provide to the members of the Corps.

We also strongly recommend that whilst posted to a particular State or Territory that you join your regional association so you and your family can enjoy the benefits provided by these great Corps organisations.

Operation Spanner Pack

Spanner Pack has been delivered to our soldiers in all areas of operations. More than five thousand of our RAEME soldiers and support staff have been in receipt of a Spanner Pack and in some cases shared packs.

This operation continues today and will do so whilst we have our men and women of the Corps on operations.

Spanner Pack is managed by the RNA and supported by all RAEME Regional Associations. Here is another very good reason to sign up to the RNA and your regional association.

Thanks for your time, sign up now.

Vale Notices

VALE Harry Hopper MBE

HOPPER, Harold Lewin MBE Loving husband of Jean (dec'd), father of 5 sons, David, Paul, Ron, Hal, Mark. Harry died 26th January 2014 aged 94.

VALE George Elliott BEM

George Elliott passed away on 1 Jun 2014 after having fought a long and valiant fight against cancer. He is survived by his wife Gabriel (Gabby), son Alexander and daughter Grace.

VALE Glen Fuchs

FUCHS, Glen Late of Bentley Park passed away peacefully at Cairns Hospital on 17th June 2014 aged 68 years. Glen will be sadly missed by family and friends.

VALE Russel Harris

HARRIS, Russel Gordon Late of Ocean Shores formerly of Juneee (17.10.1941 – 19.5.2014). Much loved husband of Bernadette. Beloved father of Joseph, Sarah, Simon, Virginia and Luke.

VALE John "Skeeta" Ryan

Skeeta joined the Army in 1957 as an Army Apprentice Fitter & Turner. In 1965 he joined RAEME Aviation and had a long and distinguished career. Skeeta served in Vietnam with 161 (Indep) Recce Flt from 03 May 1967 until 16 January 1968 as a Sergeant Airframe Fitter.

VALE Alexander "Boris" Bourne

VALE Franciso Roca

ROCA, Francisco Romano passed away peacefully on May 20th 2014 aged 68 Years.

VALE Phil Turley

Phil was a 30th Class Electronics Apprentice. He spent his last few years in RAEME at 1 Sig Regt in Enoggera in the early 80's.

VALE Bruce Eklom

Bruce was a 18th intake Army Apprentice Electrical Fitter.

VALE Brian "Darky" Laughlan

Brian "Darky" Laughlan passed away in 2014. He was 86 and lived down Logan way, at Meadowbrook.

VALE "Curley" Curtain

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

VALE Des Armbruster

Des was a 27th intake Fitter and Turner.

VALE Alex McMasters

Alex McMasters passed away on Thursday 3 April 14 after a short illness.

VALE Brian Quinney

QUINNEY, Brian Louis of Kelly Road, Parkes, sadly passed away 19th July 2014. Beloved husband of the Late Nancy Quinney, loving father of Fiona, Tania, Ralph and Bruce, cherished grandad and great grandad of their families, loved brother of Joy White, Rhonda Porter, and the Late Mary Quinney, aged 77 years.

VALE Clive Small

SMALL, Clive Martin Late of Maleny, formerly of Tingalpa. Clive passed away peacefully on Tuesday, 10th June, 2014 aged 86 Years.

VALE Dennis Edwards

Dennis Edwards a 20th Intake Apprentice Blacksmith passed away on Thursday morning 26 Dec 2013 from a brain tumour.

VALE Don Reid

Don was a 7th intake Apprentice.

VALE Douglas McIntyre, OAM

MCINTYRE, Douglas James OAM. Douglas passed away 30th January 2014 aged 80 Years.

VALE Ed Sullivan

Ed served in Vietnam with B Sqn / A Sqn 1 Armd Regt Apr 1969 - Apr 1970.

VALE Fred Millar

Fred was aged 90.

VALE Ian Brown

Ian served in 1969 with 102 Fd Wksps as a WO2 in RAEME. He was born in 1937 in Parramatta.

VALE Ian Davis

Ian Davis passed away on Thursday evening 6 Feb 2014 aged 69.

Vale Jack Westernhagen

Jack was a 3rd Intake Apprentice Vehicle Mechanic.

VALE Captain Jim Sinclair

VALE Pete Wood

Pete Wood was 28th VM who passed away on 17 Jan 14 exactly 41 years after entering Balcombe.

VALE Philip Ferguson

Cpl Philip J Ferguson served with RAEME in Malaya 1958-61, in WA at Belvue, RTC Bandiana (Armament Wing) in Vietnam with 102 FD Workshops.

VALE Sean Cartledge

Sean was a 39th Class C&J.

VALE Veronica Henderson (nee Smith)

Veronica served with RAEME as a Reservist in various Units at Bulimba Barracks.

VALE Bob Stansfield

Bob was a 20 year soldier who started in RASC then changed to RAEME as a Recovery Mechanic. Bob then trained as a Vehicle Mechanic and retired as a Sgt.

"May They Rest In Peace – Lest We Forget."

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Wurth Australia – A history rich in family values

It was June 1982 that Wurth first started operating in Australia. With a small but active presence in Victoria, the team soon grew to cover every state within Australia.

Today, Wurth Australia has over 500 employees and 43,000 customers across Australia and it is still going strong!

New sales representatives are being employed every week to accommodate for the rapid growth of the business and new products are being launched every month to stay ahead of the competition. The business continues to diversify and strengthen its core principles.

In recent years Wurth Australia has expanded its way of business to suit the market, with additional warehouses and now a number of Pick up Shops to ensure we can be closer to our customer base.

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

The launch of a new website has kept us up to date with the new digitally savvy world, along with our great presence on social media networks such as Facebook and Twitter to spread the Wurth word about the importance of quality. Together with our customers, ambassadors and supporters, Wurth Australia is well on the way to becoming the No. 1 supplier of assembly and fastening materials.

To further focus on our desire and passion to become a real employer of choice, we are working hard on the extra ordinary – this includes introducing a world first automation solution for all Wurth Sales Representatives. Designed exclusively for iPad, Wurth Sales Representatives will have all their required information at their fingertips – live and in real time. This provides absolute connectivity with our business, being able to see track and trace of goods, pricing opportunities and a full picture of the supply chain.

Customers everyday use and appreciate the value of Wurth articles, all aspects of the workshop are covered:

Consumables & Hardware

According to the demands of the market, we have established a leading range of consumables. From silicone to hardware, to Personal Protective Equipment and Lubricants, Wurth carry an active article range that has been rigorously tested to our exacting quality standards. Each chemical is compliant to the relevant standards and carry an available and easily accessible Material Safety Data Sheet.

Tools

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

Organised Systems (ORSY)

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

Wurth Master Tools

The 12V and 18V cordless Wurth Master range provides the best power-to-weight ratio on the market and 240V corded tools deliver the high performance customers associate with the Wurth name. Backed by quality German engineering and a two-year warranty, the exclusive and expanding range of Wurth Master power tools is a complete necessity for any workshop. Customers in many challenging environments have already come to love the power and torque that the 18V range



provides even racing legend Dick Johnson was impressed... "I was so impressed with the tools that our workshop is now using them!" Dick Johnson – Owner, Dick Johnson Racing.

Together with the highest quality products and a commitment to service excellence, Wurth are a true extension to a workshop team.

Today, under the leadership of Mr. Serge Oppedisano, Wurth Australia is focussed on a 2020 vision that is not only strategic, but tactical and in line with our customers' expectations.

About – The Wurth Group

Today, the Wurth Group is a strong, global leader in the trade with assembly and connecting materials. From its foundation in 1945 until today, Wurth is still today, a strong family business - with over 66,000 employees worldwide, the values and culture is still reflective of a family orientated and socially conscious business.

For over of 60 years, the driving force of our success is direct selling, every day, over 32,000 Sales Representatives meet 300,000 customers. Our core product range comprises 100,000 products and together, this generates annual sales exceeding EUR 9.98billion (2012).





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

Master Tools



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

Tools



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

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49th Class Army Apprentice intake reunion

The 24th January 2014 marked 20 years for the 49th class Army Apprentice intake. The 113 Apprentices enlisted into the Army on this day as either Boffins, Elecies, Fitters, VMs, Chippies or Plumbers (in no particular order of course). In 1995, 91 Apprentices graduated and were sent to respective schools to continue their Army training. It was at this time the Army Apprentice Scheme disbanded and we became ... I hate to say it, Adult Trades (ouch).



Currently there are only a handful of 49th ARA apprentices still serving and a similar number serving in a Reserve capacity.

Over the Australia Day weekend in 2014 (25 - 27 Jan); the 49th class apprentice celebrated 20 years with a liver punishing reunion. What better place to have the reunion than where it all started. An amazing 34, 49th class Army Apprentices made the effort to travel to Albury/Wodonga to celebrate the momentous occasion. It was, believe it or not, a family focused event, with approximately 40 additional family and friends (AKA designated drivers), accompanying we Apprentices to the reunion.

The festivities started out at the Blazing Stump on the Friday night. It was surreal to think that I had not seen some of my mates in 18 years; it honestly did not feel like 18 years had passed. We pick-up where we left off, drinking, laughing and paying out rival trades, things do not change; boffins still the most hacked on trade.

Saturday was a tour of Latchford Barracks for the 49th class to reminisce day one of their Army careers. The tour bought many memories flooding back, mostly good, some not so good, some a little embarrassing ... those Chippies and Plumbers were a weird breed ... still are!



Due to the 49th class breeding like rabbits, we had Saturday lunch at the Army Logistic Sergeants Mess so the kids could run amuck in the pool. We drank, ate and laughed a little more ... and watched the kids of course. It is unfortunate, and extremely sad, that not all 133 Apprentices are still here today. It was important for us to take the time to remember Darren James Kilpatrick (Boff), Matthew Glenn "Alfie" Tanner (VM) and Rance William Burnett (VM) who lost their lives too tragically, too suddenly and too soon. They were our mates and should have been with us to celebrate.

The day did not stop there ... no, no; the remainder of the evening was spent at the Albury Yacht Club; great location, great food, great company. I hear that the Albury Yacht Club had its largest turn over in alcoholic sales in history that evening. Some did try to party on after at Paddy's in Albury ... but the odds of lasting too long were not looking good for some.



We finished off on Sunday (Australia Day) at the Kinross Woolshed; more beer, more food, more laughs.

The majority of the 49th class are married, with kids. The weekend would not have been so successful without the support of family. I would also like to recognise the support from the RAEME Corps fund. The Corps funded our lunch at the Army Logistic Sergeants Mess. The Corps appreciated the cost the 49th class Apprentices paid in flights and motels to attend the reunion, the Corps also saw that this was an opportunity for the reunification and remembrance of the 49th class Apprentice intake.

The reunion could have been so easy to "pay-off" as many classes before us have done. The 49th class remembered and valued the meaning of mateship. One thing I have learnt in my 20 years of service is you have friends and you have mates. A friend would not fight alongside you ... a mate would. A friend would not share the burden with you ... a mate would. A friend would recommend that you seek help ... a mate would be there beside you. I have a lot of good friends ... but some bloody great mates.

Over the Australia Day weekend in 2014 (25 - 27 Jan); a shit load of mates celebrated 20 years with a liver punishing reunion ... and we plan to do it again.

You will never find mates like you find mates when you're serving.

49th forever, 49th with honour.

RMC Grads Lanyard Presentation

On 17 Jun 14 the 1st Class Staff Cadets graduated as Lieutenants into their respective Corps. On that day RAEME gained five new officers.

The cadets gathered at the RMC Golf club with the Brigadier Andrew Matthews HOC, Corps RSM and Canberra Based officers and Warrant Officers for their lanyard presentation. The lanyard presentation is a significant milestone for the graduating class as it is their official welcoming to their corps, represented by the presentation of their corps lanyards.

This was an excellent opportunity for the SCDTs to discuss their allocated units, expectations and to experience the camaraderie among the corps. Additionally the HOC addressed the group highlighting the calibre of the RAEME officer and the flexibility of also being the logistician. They look forward to being in a workshop near you.



Graduates L-R as follows: LT Michael Evans - 2 CER; LT Clare Lawton - 4 Regt RAA; LT John Condon - 2 Cav Regt; LT Jeremy Fetter - 1 CSSB; LT Jonathan Little - 7 CSSB,



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Moto GP held at Bandiana Army Barracks

Well not quite. However not sure if any of you knew (I didn't) that they road raced at Bandiana Army Barracks for four years culminating in the Australian Grand Prix held at the Barracks on 27 January 1957.

The article starts back in 1954, a time when race tracks were few and far between and racing on public roads was banned in SA and begrudgingly tolerated in VIC. Military bases were attractive alternatives due to the infrastructure but most were in remote locations. However the Bandiana Army Camp at Wodonga fitted the bill.

Colonel J.I. Simpson, OBE, Area Commander Bandiana opened the second official meeting on 30 January 1955, he was soon to hand over his command and expressed a desire that his successor should give the blessing for future meetings. After its fourth year, on 24 January 1957 the Bandiana road racing venue was given the title of Australian Grand Prix.

In its brief 4 year history, the circuit had seen some sensational racing and attracted the biggest stars ever to visit the country in the post-war era. This all ended after much negative publicity due to the death of 24 year old Sydney rider Jack Godfrey killed in practice. The authorities decided they could do without that and so the curtain came down on racing at Bandiana Camp.



Col Cheffins and Bernie Mack thrilled the crowd with a great dice in 1956.



The dice for the 1957 Senior Australian GP Jack Forrest (24) keeps his BMW ahead of Eric Hinton (31), Jack Ahearn (obscured) and Harry Hinton junior.



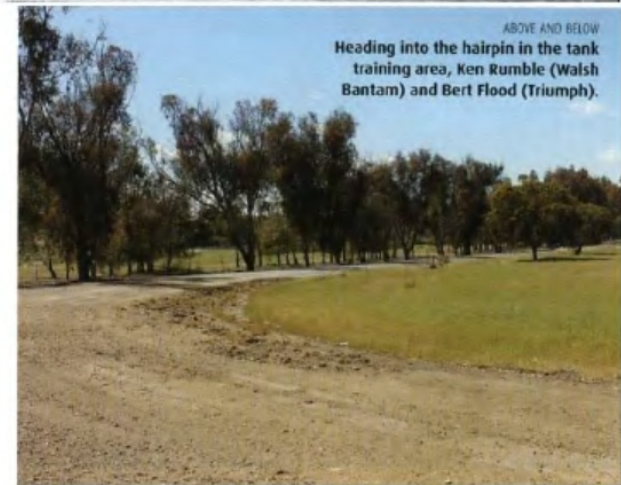
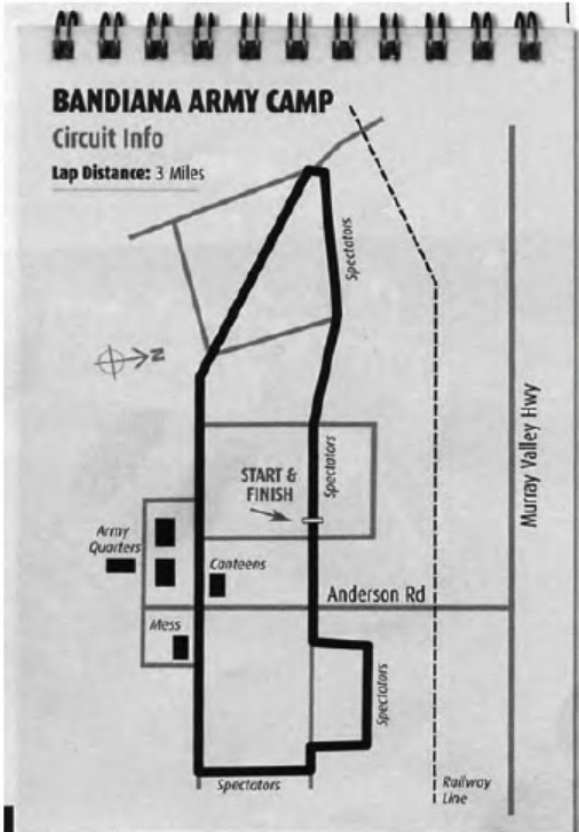
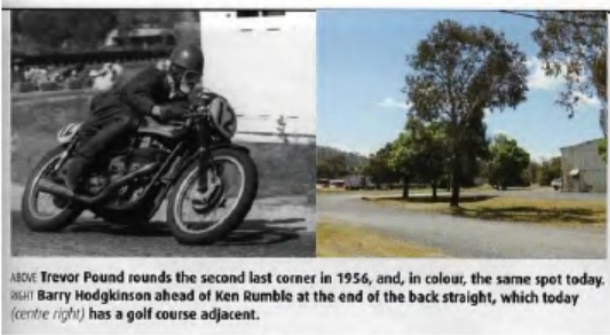
Bert Flood
on his trusty
250 Triumph.



Olympic champion Edward on his Matchless (1915) and Garthoff on a "Garden Gator" International Victor (1916) fitted with a Hunter front brake.



Florida's driving safety course was a pioneer ahead of all others as it works safely. Mike Carr, in 1954.



Craftsman of the Year 2013

CFN Karl Hemmes was awarded the SA ARes CFN of the Year and the National ARes CFN of the Year.

CFN Hemmes has successfully applied to join the ARA and went off to ASEME on January 14.



BRIG Andrew Mathewson presenting CFN Karl Hemmes his award as the SA ARes CFN of the Year and the National ARes CFN of the Year in 2013. CFN Hemmes has since joined the ARA and is currently doing his OJT at 9 CSSB.

Defence Clay Target Assoc. National Carnival

The Defence Clay Target Association (DCTA) held its 5th annual National Carnival over the week 09-13 Sep 2013 at the National Grounds in Wagga Wagga. Around 35 Defence and APS personnel were in attendance, including three Craftsman. Ricky Crawford 2CAV, Ramsay Fish 5AVN and Timm Cleal 1AVN.

The week included 2 days of Skeet shooting comprising of 4 events, and 3 days of Trap shooting with 6 events.

Out of all 10 events the Craftsman did quite well.

All 3 Crafties qualified for the Army Skeet team (5 members), where they won the Skeet Inter-Service Shield.



Right – CFN Ramsay Fish in action.

Below – From L-R: Pete Carroll - Navy - AA Grade high gun; Steve Atkins - Navy - A Grade high gun; Mick Bryan - Navy - Overall High Gun winner (the very top score, of all grades); Timm Cleal - Army (RAEME) - B Grade high gun winner; Ricky Crawford - Army (RAEME) - C Grade high gun winner.



A Crafty at the Guard

CFN Timothy Simpson, Australia's Federation Guard

When I first heard about Australia's Federation Guard, it was suggested as a joke posting to me. I thought who would want to do drill all day, every day? But when I looked into what 'The Guard' (as we are affectionately known) do, I began to seriously consider a posting here, and after discussions with my seniors at 5 Aviation Regiment, I decided to try for a posting here and I am glad I did!

Upon posting into the AFG mandatory training started from day one, starting with SLR weapon handling and drill movements, to prepare for the first Royal Guard which was Australia Day within a few weeks of arriving. In the first few months of my posting it was quite hectic, with numerous Royal Guards, Tri-Service Half Guards and Catafalque parties completed. I also completed the Precision Drill Team (PDT) course and became a member of the PDT which culminated in a trip Perth. I also completed the Drum course shortly after and moved from being a PDT Driller to PDT drumming, with my first routine being the Aberdeen Highland Games.

There are a lot of opportunities here at AFG, you can complete qualifications in areas I never thought of when I posted here, such as; the M1A2 Gun Salute course, the Self Loading Rifle, the Unimog course, the Coach course, Combat Fitness Leader course, the Precision Drill Team course, the Drum course, Junior Leadership Course, and other promotion courses. There are also many opportunities to compete in ADF and local sporting competitions, with AFG entering teams in events such as the Legacy 8 hour mountain bike race in Albury.

In my time at AFG there have been many opportunities for overseas trips, with many being annual trips which have included; Gallipoli, France, Belgium, England, Korea, Papua New Guinea and East Timor. But in the lead up to the Centenary of Anzac Day in 2014-2018 there will be trips to Gallipoli, France, Belgium and Normandy to commemorate events in World War 1 and World War 2.

I travelled to Villers-Bretonneux in France and Ieper in Belgium to commemorate Anzac Day in 2013 which concluded with the



Last Post Ceremony at the Menin Gate, which was a very moving experience. This year I will be travelling to Belgium again as the Catafalque party drummer for Anzac Day, and I consider it an honour to be picked to represent AFG and the ADF overseas on such an important occasion. The selection process for overseas contingents is quite difficult and only the best personnel get picked as a very high standard is required.

Being RAEME at AFG can be difficult at times as there is no opportunity to maintain my trade skills, and going on subject courses takes a little more work than if I were at a unit. However I have been fortunate enough to complete JLC and Subject 4 in my time at the AFG and will hopefully be able to complete Subject 2 for Corporal sometime this year.

I have thoroughly enjoyed my time at The Guard and would recommend this posting to anyone, I have made some awesome mates here but I do look forward to returning to "The Mafia".

Arte et Marte

RAEME Association (Vic) Inc wish to Recognise & Honour the Men and Women of the Corps who have deployed to overseas postings in all Wars, Conflicts and Peacekeeping Operations.

Arte et Marte

RAEME Association (Vic) Inc

The Association is looking for serving Regular, Reserve & Retired members of the Corps to become financial members of the Association. We have a number of chapters located throughout Victoria. For further information please contact the following members:

Contact details for the Chapters

HQ Chapter: Gus Allen T: 9802 5460 E: gus_allen@bigpond.com

Victoria Barracks (Melb): Alex Birrell T: 0419 004 809 E: alex.birrell@defence.gov.au

Bandiana Chapter: George Reid T: 02 6509 3157 E: reidysnr@inet.net.au

Seymour/Puckapunyal: Dave Maddick T: 0429 938 396 E: muffedtsplum@bigpond.com

Vietnam Southern: Dennis Clarke T: 9848 6757 E: eastern.autos@optusnet.com.au

Trade Tools to Parade Tools

W02 Brett Thomas, Australia's Federation Guard

2014 is humming along at a great rate of knots and I now find myself in a totally unexpected and prestigious position within the ADF. After four long and enjoyable years as the SSM at the Rotary Wing Aircraft Maintenance School at AAVNTC Oakey, I find myself as the GSM of AFG during at the start of the World War 1 Centenary.

AFG is the only ceremonial unit within the ADF and is a true Tri-Service unit that provides the professional ceremonial capability of the ADF. Ceremonial activities include support to the Governor General in welcoming foreign Heads of State and Ambassadors, and the Prime Minister for welcoming foreign Heads of Government. AFG is also central to marking national days of significance, days of remembrance and anniversaries of military significance.

AFG conducts tri-service guards, ceremonial artillery gun salutes, single-service guards (according to service protocols), Credential, house and half guards, ceremonial support for domestic and international activities, support for ADF funerals and support non-ceremonial activities as directed.

Within AFG, RAEME is currently represented by CFN Simpson another aircraft tradie and myself. We find ourselves mixing not only with our own service brethren but serve with RAAF and RAN members. This brings a unique mix of dealing with day to day activities and adjusting ourselves to adapt to other Corps and service idiosyncrasies, but generally life in AFG is according to Army.

Day to day life in AFG runs on a ceremonial principle based on all

three services combined, everything from morning parades to dress and bearing in the public eye. There is an instilled expectation that service standards are maintain to higher than those standards of our peers. Once a member leaves AFG they have a solid understanding of the customs and traditions of the other two services.

A regular day consists of PT (5 days a week), drill practice, lunch, activity rehearsals and to finish the unit and personal administration. Members of the unit are required to maintain a Body Mass Index of less than 30 so everyone works hard to maintain fitness and appearance.

If anyone has considered a posting to AFG, 2014 to 2018 would be the ideal time to do so. As a proud Nation and members of Defence the next four years are significant to our heritage as we reflect and honour those who service before us and gave the ultimate sacrifice during WW1. With the Guard involved in ceremonial activities all over the world there is ample opportunity for you to represent, your Corps, Service and Nation. Not everyone gets to go overseas but if you are dedicated to excel and put the effort in you give yourself a great chance to represent overseas.

If you are interested in a posting to AFG, through your chain of command let your DSCM-A Corps representative know.

Arte et Marte

AFG Website: <http://www.defence.gov.au/afg/>



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FSU 8 Gulf States Workshop (Workshops 8) Apr 13 - Feb 14

SGT Michelle De Friskbom



Spread out over ten and a half months and at its peak consisting of 25 most awesome tradies (VM's, Boffins, Elecies, Fitters, Reccy Mechs and even a Metalsmith) the Gulf States (GS) Workshop was the backbone of FSU 8 in the MEAO. Our tasks were simple, provide maintenance support not only to GS but also to the wider MEAO by way of detachments, send an FRT to Dubai World Central (DWC) for remediation of vehicles out of MNBTK, stand up a PMV Vehicle Theatre Pool (VTP) and we picked up a late gig helping out our special friends and their fleet of LRPV's.

On arrival at AMAB our Workshop consisted of a small Boffin room at the back of our HQ, fitters were in the Armoury, everyone else was out in the elements under an awning with our tool shed consisting of an ISO container. During the deployment we moved into a purpose built facility with nearly all the mod cons, unfortunately we weren't able to access the Amenities Internet which was available at Camp Baker (now Camp Baird) across the road not for want of trying ... CPL Andrew Gillies. We had the assistance of our REME counterparts for the move (a VM - Dan and Recky Mech - Stu) and their HRV, didn't quite go to plan and there may have been a QA involved but we got there in the end! Dan and Stu made themselves at home in the new Workshop and were often found lending a hand whenever required whether it was their own vehicles, ours or the odd New Zealand Unimog!



CPL Trainer at 205 CAT in KAF.



CPL Gerry Neumeyer inspecting the winch of an LRPV in the new workshop.

We were able to get a few detachments out of AMAB which helped break up the trip a little, some of us however enjoyed them more than others hey Ace! The Ace and CPL G RAEME Kennedy ventured into the frozen north to conduct inspections on the MEAO's holdings of UASUV's, CFN Lewis Andrews and LCPL Paterson also made it to Kabul. CPL Andrew Reid got a trip into TK to give the guys some pointers on pre stripping the PMV's, CPL Gerry Neumeyer made it into Kandahar as did CFN Brendan Gibson. CPL Luke Sypott actually got a short trip to the Sinai in support of OP MAZURKA.

I managed a trip into TK and then myself and CPL Trainer were lucky enough to get an end of deployment holiday (working holiday) to Kandahar where we inspected the Medical equipment to ensure everything was up to date prior to FSU 9 arriving.



The ASM and CPL Kennedy in Kabul.

Almost forgot, CPL Phil (the metalsmith) Thompson who was sent to Kandahar, there was so much work the trip had to be extended twice however according to reliable sources he may have been seen spending too much time at the local coffee shop.



The only evidence we could find of CPL Thompson at work.



CPL Dale Cupit putting his VM skills to the test.

The PMV VIP was a mammoth effort. The vehicles arrived from in country in various states of repair and fitment. We had a very short timeframe and initially very little information to have all vehicles fully serviced and in the correct configuration. All the boys worked extremely hard and the end state was all required servicing and fitments of communications and weapons systems was completed within our given timeframes.



PWS Fitment to a VIP PMV, CPL Trainer and CFN Greg Humphrys.



CFN Seabrook conducting some "actual" trade work ... who would have thought!

With all the equipment being returned from MNBTK, we were able to pick up a few small items which were "needed" for the workshop. Amongst other things, a Lathe Shelter popped up, the fitters spent the time setting up the shelter for use which one of the VM's was extremely grateful for!

Our two Elecies, CFN Scotty Atkinson and Alex Seabrook had very little trade work and were employed as members of the DWC team. There were some generators that required their TLC over the course of the deployment and there was always EIT to be done.

Our Recky Mechs ... were also sent to AMAB as part of the DWC team, they did every other job except their trade. Our late entry replacement, CPL Steve Mills did manage a couple of recovery tasks (the first one we won't speak about); the second job came about as the termites bogged a forklift on the CIED range.

Hats go off to our Fitters who spent day after day after day in the "the box" inspecting hundreds of our own weapons as well as the countless number of transit weapons that seemed to somehow be "out of date" on arrival in AMAB. Working in such a close environment affected at least one of the guys; he thought it was a good idea to enter himself in the Dubai Marathon. CPL Luke Sypott spent many an early morning or late evening pounding the pavement in preparation for the event and managed a finish time of 3 hrs 52 mins, a fantastic effort for his first marathon.

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CFN Paul Krummel carrying out his one and only trade task!



CPL Mills recovering the termites forklift.



LCPL Paterson conducting repairs at the range.



CPL Sypott putting in the big ones in the Dubai Marathon!

On his arrival in AMAB, CFN Greg Humphrys started the RC (remote control) craze, Greg decided that he could build a car that would out run and outlast any of the purchased vehicles and proceeded to spend endless late nights designing and building his own. It was a cracker when he finished and after a few minor modifications and a couple of ongoing repairs she went like the clappers! I also did hear rumours that she may have been seen on ANZAC Day in the Townsville area painted in the appropriate colours!



The beast!

As the Workshop SGT I was also lucky enough to be the point of contact for all those big ticket items that effect the operational effectiveness of a Unit ... incorrect t-shirts, incorrect hats, room changes and random RAEME stickers ... One question that we never had answered (probably for the best), was how our CSM found the RAEME sticker that was strategically placed under the RSM's desk???

The Ace ... quiet man ... mostly, loved his sport and his music – lucky there was a TV not far from his desk that he could repeatedly listen to music video clips of Blurred Lines and Katy Perry's Roar (his two most favourite songs in the world). He also managed to keep up with the Cricket, AFL and NRL scores ... not sure how as he kept telling us how busy he was! If he wasn't swanning around in country he was spending countless hours pounding the "pavement" on the treadmills in the gym (a necessary evil given the amount of cake he consumed during the deployment) and he did actually try a weight session ... once! He was also a regular visitor in the WKSP conducting "ASM Audits" ... the basketball hoop got the TRF green light!



The only picture that could be found of the Ace "on the tools".

Many Birthdays were celebrated during the deployment ... most importantly RAEME Birthday. We had a great day, invited the poms and had a BBQ, played numerous RAEME sports, ate cake and swam in our newly erected pool, the only thing missing was the beer!



OK, maybe the pool was a little small for all of us.

The DWC story

DWC is located at Al Maktoum International Airport approximately 45 mins drive from AMAB. The main focus for the FRT was the stripping and assembling of PMV's, shift work was conducted at various times throughout the deployment and was mostly dependant on the availability of our Department of Agriculture, Fisheries and Forestry – Biosecurity (DAFF-B) inspector from Australia.



Night shift did take its toll, especially on the 'more mature' members of the team – G RAEME.

The PMV's were completely stripped, inside and out, to allow the local contractors the ability to clean every nook and cranny with high pressure hoses, everything is taken off and out of the car and placed on pallets for cleaning. For those that saw any of us return from a day of stripping, it's hard to imagine that there was any dirt left in Afghanistan judging by the amount we brought back on our clothes! Once the cars and associated parts were washed and given the green light by the inspector, they were reassembled, to a degree, given a final once over by the inspector then "bagged and tagged" waiting to be returned home.

There was approximately 50 hours work per car, the DAFF-B inspection took anywhere from one to three hours and the time spent actually cleaning the vehicles and the associated parts by the contractors varied considerably – one to three days! A long drawn out task, made even harder working at night and for the lads that were working during the hottest part of the year extremely exhausting and arduous work especially working inside the vehicles!

We were also responsible for unloading B and C vehicles off different aircraft including our own C-17 Globemasters as well as the Russian Antonov, I'm sure we picked up this gig because we did it better than the Truckies! As a matter of fact, G RAEME made quite a name for himself amongst the C17 Loadmasters for his awesome ability to reverse any vehicle and trailer off first time every time!



Proof that even Boffins can get their hands dirty, myself and CPL Andrew Gillies in the engine bay of a Bushmaster.



G RAEME preparing to off load a Mack and 20T from a C-17.

The Russian Antonov was an experience to say the least. Not sure we did it so well the first time, don't think the language barrier made it any easier and the fact that the plane was delayed for about five hours made for very cranky Russian Loadmasters.....get on the plane, get off the plane, get in the vehicle, get out of the vehicle..... get the picture. Second time around was a breeze, we knew exactly what to do, more to the point, what not to do!



An amazing sight, the Russian Antonov, nose open with our C vehicles being unloaded.

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A view from the inside as one of the C vehicles is unloaded.

Did I mention that there were some advantages to working off base every day and one of the highlights was front row seats to the Dubai Air Show (not that we saw anything ... we were too busy working). We found it quite difficult to communicate whilst the RAF Red Arrows were screaming overhead or the A380 was showing off its moves, we also had the Eurofighter Typhoon conducting a fast past in excess of 1000km/h with its afterburners on ... it was tough as I'm sure you can imagine, we managed to get through it though ... just. Much to the amusement of us all, CFN Isaac Trueman tried to convince us that his hand was faster than any jet flying ... think he had some convinced!



Awesome....an Emirates A380 Airbus accompanied by the local Al Fursan aerobatic team, did I mention ... awesome!

All I all the DWC experience was just that, an experience, blood, sweat, maybe not tears however plenty of bloody bruises were experienced by many – some more than others!



WORKSHOPS 8 members.

Workshop members:

WO1 D. Maggenti, WO2 B. Vaughan, WO2 S. Cosstick, SGT M. De Friskbom, CPL R. Bennett, CPL M. Brosnan, CPL D. Cupit, CPL A. Gillies, CPL G. Kennedy, CPL S. Mills, CPL P. Moullet, CPL G. Neumeyer, CPL A. Reid, CPL S. Roney, CPL L. Sypott, CPL P. Thompson, CPL D. Trainer, LCPL C. Paterson, CFN L. Andrews, CFN S. Atkinson, CFN B. Gibson, CFN G. Humphrys, CFN P. Krummel, CFN A. Seabrook and CFN I. Trueman.

Also had guest appearances by WO1 S. Greenall, CPL K. Dawson, CFN J. Arnold and CFN S. Cannon.

A quote from the RSM as we flew our tri colour with pride everyday ... "We're FSU 8, not Workshops 8" ... we begged to differ however we lost that battle ... pretty sure we won the war though. Thanks to all those that made the trip interesting, bearable, fun, enjoyable and gave me a laugh when I needed it (and when I didn't). You certainly kept me busy and I hope to catch up with you in the future.



SGT Michelle De Friskbom
WKSP SGT
FSU 8 GS
Al Minhad Air Base
"Arte et Marte"

PS Ace ... I'M NOT ANGRY!

OAM awarded to John H Lee OAM RFD ED (Rtd)

Members may have picked-up in the Australia Day Honours list of the award of the OAM to Association Life Member John Lee. John is a very quiet achiever; who never talks about himself or those achievements.

Well, this is what the Governor General had to say about him (the printable part only):

MEDAL (OAM) OF THE ORDER OF AUSTRALIA IN THE GENERAL DIVISION Colonel John Hamilton LEE OAM RFD ED (Retd), RAEME Association (Vic) Inc. Past-President & Life Member: For service to veterans, and to the community of Mentone.

- Mentone Sub-Branch, Returned and Services League of Australia: Member, for 20 years; Member, Executive Committee, 1999-2011
- Organiser, Community ceremonies, involving local schools, since 2000.
- Refurbished displays for memorial gardens.
- Researched and installed military history library.
- Researched and installed pictorial display of 205 mounted photos depicting the history of Australia at war.
- Chairman of Region 4 Advisory Committee, Victorian State Branch, Returned and Service League of Australia, 2004-2008.
- Awarded Life Member with Gold Badge, 2009.
- Member, Victorian State Tribunal (formally Ethics Committee), since 2003, (Chairman 2004-2008).
- Member, State Awards Committee, since 2004.
- Chairman, Memorial Park Sub-Committee, Kingston City Council; lobbying for memorial up-grades.
- Founding Member, Beaumaris Motor Yacht Squadron.

Awards/recognition include:

- Reserve Force Decoration (RFD), long service award presented to officers in the Reserve elements of the Australian Defence Force.
- Efficiency Decoration (ED), long service award presented to officers in the Army Reserve prior to the establishment of the Reserve Force Decoration.
- Inductee, Hall of Fame, Victorian State Branch, Returned and Service League of Australia, 2009.

Congratulations and well done, Jack, on your long and dedicated service to veterans and the community.

Past President & Life Member of the RAEME Association (Vic) Inc.

In talking to John he said that he was proud to accept the award, but as with his 37 years of service with the ARES any recognition he received truly belonged to his family and mates. They supported and helped him as he worked for worthwhile causes.

The RSL was a natural follow on from the ARES. The work of the RSL falls under four key words which are recited in a sub-branch each evening "We will remember them". It is under this banner that I have directed my efforts, with the support of family and mates and it has been a very satisfying experience.



Captain (Dr) Keyurkumar Patel inducted as a Fellow of Engineers Australia

CAPT Keyur Patel was inducted as a Fellow of Engineers Australia (EA) on 15 November 2013 at NSW Parliament House hosted by Mr Craig Baumann MP (Member for Port Stephens) and the Hon Chris Hartcher MP (Minister for Resources and Energy). Fellow of Engineers Australia is recognised as being amongst the true leaders of the industry and profession.

To be considered for a Fellow requires commitment to the profession of engineering and either held a sustained, major responsibility in the design or execution of important engineering work; have relevant education qualifications, and/or made a major contribution to the science or practice of engineering. Finally, the application is assessed by the panel of peers.

CAPT Patel said, "This is a very special honor for me mainly due to the CO 6 Avn Regt coming along to witness the event and I was invited to become a Fellow and didn't have to apply for it. RAEME Corps and the Army should be rightfully proud for allowing its members to flourish in their elected area of practise whilst discharging duties to maintain and enhance capability."



From L to R: CO 6 Avn Regt LTCOL Scott Watkins, DFC, CAPT Keyur Patel and Mr John Nichols President of Engineers Australia Sydney Division at the induction ceremony on 15 Nov 2013 at NSW Parliament House.

Last year, CAPT Patel completed his Engineering Doctorate (EngD) from the University of Southern Queensland (USQ), Toowoomba. His dissertation was based on nine commercial R&D projects and was titled "Design, Development and Implementation of Innovative and Pervasive Emerging Communication Technologies for Highly Mobile Organisations".

EngD distinguishes itself a step above a PhD mainly due to it enhancing the skills of already high performing professional engineers in the areas of detailed technical investigation, applied research and development, innovative design and analysis.

EngD allows candidates to develop and demonstrate these essential skills by communicating their significant original professional technical achievements which is rigorously scrutinised by industry and academic panels during series of presentations. CAPT Patel having substantial civilian experience completed his EngD in just over two years part-time which typically requires five years minimum and 10 years maximum to complete.



From L to R: BRIG (Retd) Charles "Lock" Crocombe, AM, CAPT Keyur Patel, COL Rob Crowe, OAM and COL (Retd) Greg Rutter at EngD graduation ceremony on 28 April 2012 at USQ, Toowoomba.

One of his EngD supervisors Associate Professor Nigel Hancock said that, "The accomplishment of enough proven original research contribution at PhD level to justify the EngD normally takes decades to accumulate such that a credible thesis can (normally) only be written by someone who is 'late career', i.e. +50 y.o. I think he (CAPT Patel) is very much an exception, and I meant what I said ... that his record as the youngest will be a record very hard to beat. In part, perhaps, this was due to the field of his research contribution (communications technology is particularly fast moving at present), but mainly I think the success is due to his own original ideas and how he implemented them. And the hardest part of the EngD program for USQ is to make the decision about admitting a candidate. So it would be a disservice to his colleagues if they were given the impression that it's just a matter of writing up a thesis ..."

CAPT Patel said, "My journey thus far with the Army has been like a roller coaster. When I started EngD in July 2009, I was struggling to get the right balance between military, academic and personal life. This was mainly due to joining the Army as an SSO and very late in life. I had no understanding of RAEME Aviation and Army administrative system. Flexible working arrangement and constant encouragement from COMD AASPO helped me to dedicate and complete the program (without DASS). I had no work done in 2010 towards EngD due to regimental appointment at 1 Avn Regt. In 2011-12, posting at ARHPO provided an opportunity to complete EngD but this time I had to apply for DASS that gave me two weeks off to complete the dissertation. One thing I have learned from this journey is support from senior officers is paramount and support from the chain of command that understands you, your career ambitions and can bat for you is vital. Never let any issues stop you in achieving your professional and personal goals and once you have achieved yours then use this experience to help others. Arte Et Marte"

RAEME bribes Wharfies

Colonel G.S. Allen was the Commander of 3EME group in 1972 when I was on his staff at Victoria Barracks Melbourne. He called me into his office and told me that the Ship called Canada Bear was in port and the Wharfies were refusing to unload it. On board were a number of APC's (Armored Personnel Carriers) and that the shipping people had told the Army the APC's would have to be returned to the US if they were not unloaded in the next two days.

Col. Allen told me to go down to the wharf and see what could be done to have them unloaded. At that time I was a WO1 and also the PMC (President Mess Committee) of the Sgt/WO's mess at Vic Barracks, Melbourne.

On arrival at the wharf I sought out the foreman and the union rep and asked them what would it take to have the APC's unloaded. After a chat about local Aussie Rules and I find out they are Collingwood supporters, I put it to them I would be prepared to give them an 18 Gallon Keg, if the unloading could be done.

In the end they both agreed to allow the APC's to be unloaded as long as they didn't leave the wharf until the strike was over. The deal was done and as I was the PMC of the mess I immediately went back to the mess and had an 18 Gallon keg of 'Courage Beer' put into the back of one of EIS's (Equipment Inspection Services) utes and the keg was delivered within the hour and we had the APC's on the wharf that afternoon.

After the action was carried out Col. G.S. (Gubby) Allen (pictured) was very pleased but a bit bewildered how the Army was going to pay and account for the keg. He tried to have the Army pay, but eventually he paid it out of his own pocket.

There is no limit to what RAEME can achieve.



Col G.S. (Gubby) Allen

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Defence Project Land 121 Phase 4

Systems Engineering Team:

LTCOL Chad Stonier, Tim O'Connor, Jason Wong, Chen Du, MAJ Steve Venning, WO1 Kev Bishop, CAPT Andrew Stone, CAPT Ray El Fakhry, CAPT BJ Bucholtz.

This article provides readers with an overview of what it is like to work within a major acquisition project. Land 121 Phase 4 is a Defence Materiel Organisation project raised to acquire a Protected Mobility Vehicle – Light (PMV-L). Basically it is a vehicle system to be used when a G wagon or CL vehicle does not have the adequate level of survivability for use in a high threat environment. While the PMV-L is commonly referred to as a 'small PMV' it was not originally intended as such.

The systems engineering team is a mix of RAEME engineers and technical advisors and Australian Public Servant (APS) engineers. There are a large proportion of military members in the engineering team however the rest of the project (project management, integrated logistic support, finance, contracting etc) have a ratio of approximately one military to every three APS. Working with civilians is a rewarding experience and leads towards diversifying your network of friends and colleagues outside of Army.



Amphibious deployment testing.

The military members of the team primarily contribute by providing military advice, coordinating support for and participating in performance validation tests and writing technical documentation. The engineering team is required to test over 1000 requirements.

Some examples include electromagnetic susceptibility testing, survivability testing (blast and artillery fragmentation), mobility testing (ability across longitudinal and lateral gradients, acceleration, pull, stability, fording), reliability and human factors/useability. Some of the tests are very simple and short, such as inspecting seatbelts or cigarette power outlets, while other tests are more complex lasting many weeks such as electromagnetic emissions measurement.

A big part of our job is technical writing. The engineering team raise, review and issue technical documents such as system specifications, test procedures, risk assessments, user trial instructions and project schedules. A good understanding of technical writing is required to assist in the smooth management of contracts. Other project management areas we delve into include contract negotiation, liaising with ADF stakeholders and advising on technical matters to superiors.

Test locations accessed by Land 121 Phase 4 include Monegeetta Proving Grounds and Graytown both in rural Victoria and other non-ADF test locations such as Holden's Lang Lang Testing Ground, Ford/



Blast testing.



Weapon integration testing.

University of Melbourne's Advanced Centre for Automotive Research and Testing (ACART) and the Australian Automotive Research Centre (AARC). The project also participates in ADF user trials at Defence facilities such as High Range.

One of the current contenders is the Thales Hawkei. The ADF have purchased seven prototypes which have completed a combined 100,000km for reliability purposes. Further development of this solution continues and is subject to Government decision in 2015.



The Thales Hawkei.

So for someone considering posting to DMO, whether into an acquisition or a sustainment project, what are the benefits of such a posting? How about living and working in or close to Melbourne CBD? Gaining experience in project management and systems engineering? Liaising with AHQ, CDG, LEA, DSTO, ADTEO and various civilian manufacturing companies and test organisations? DMO provides a great lifestyle, interesting work and commercial experience that enhances time spent within the Brigade environment.

To Ray Norman & RAEME National Assoc. members

MAJ G.D. Coombe

A note of thanks regarding the Spanner Pack that was received by myself two days ago.

To set the scene - every day for the last 3+ months I walk, with an Australian mate, from my living accommodation at Camp Baker (Kandahar), to my place at Regional Command - South (RC-S).

The routine followed after work is to go into the Headquarters of the Force Support Unit - who are charged with maintaining life support for approx. 220 pers located within Afghanistan's Kandahar Airfield - and proceed to the 'pigeon holes' that are allocated to each of the embedded personnel at Kandahar. At the HQ, each night we enter the cipher code on the door to gain access into the embed room, with anticipation, to view if we have, or don't have mail. Most times we are both disappointed that there is no mail for either of us, making it more special when there is some.

Mail usually takes about two - three weeks to get to Kandahar from Australia and the arrival in the pigeon holes is something that is hard to gauge. Mail from home is special, which I'm sure that most of your members are fully aware of. It improves morale by the simple fact of understanding that someone has taken the time out of their life to go through the motions of physically sending you something. It can be a package, postcard, letter or pack, but they all have the same effect upon the person who receives it - a positive one.

Two days ago, the routine that we followed was the same, but

instead of the usual disappointment, I received a Spanner Pack within my pigeon hole. I shared it with my mate to try to reduce his disappointment of not receiving anything. When I identified it was from my Corps he stated how special it was and it was clear to see that he was a little jealous that the same gesture wasn't provided by his or other Corps within the Australian Army.

Not only has the pack brought me a small amount of joy (in that someone has 'made' the effort) but I have left the pack open upon my desk and the contents have sparked numerous discussions of the variety of goods contained therein to members within a the coalition environment. Ultimately it has been another reason for me to be proud of my Corps and country - small things that add to a positive experience - thank you.

Whilst attending the QLD RAEME Association meetings, I was aware of 'Operation Spanner Pack' and the efforts that were put in by yourself Ray and the volunteer's. I always voted for its support and continuation. In my opinion, the impact at the coal face is incalculable and well worth the effort - thank you for your efforts once again.

Regards

GD COOMBE MAJ (AUS)
Security Force Assistance - Afghan National Police Regional Command
- South - 1st Cavalry Division



RAEME Corps SUBSCRIPTION FORM

Rank (retirement rank) CFN - SGT: Lump Payment \$26.00
W02 - CAPT: Lump Payment \$39.00
MAJ+: Lump Payment \$52.00



Methods of Contributions:

Annual direct deposit/funds transfer to RAEME Corps Funds DEFCREDIT account
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RAMS graduates on parade

Beret Parade 30 May 14

On 30 May 2014 the Rotary-Wing Aircraft Maintenance School (RAMS), part of the Army Aviation Training Centre in Oakey, held its inaugural Beret Presentation Parade. This parade marked the graduation of qualified technicians and engineering officers from RAMS. Twelve trainee technicians and four officers received their AA Avn-Light Blue berets presented by DHOC (Aero) and CO RAMS, LTCOL Athanasios Tsamis.

For the officers, the presentation signified the completion of their progression through the Army Aviation Engineering Officer Training Continuum (AAEOTC). This included the Logistics Officer Basic Course as well as aviation specific courses such as Aerospace Engineering Initial, Aerospace Engineering Maintenance, Army Aerospace Engineering Officer Initial, and airframe specific System Manager Courses. The AAEOTC prepares degree qualified engineers for roles in operational units by providing training in logistics, technical airworthiness, maintenance policies and procedures and airframe specific technical systems.



The graduate officers are as follows:

LT Clive Banks (5 AVN)
 LT Andrew Buckley (5 AVN)
 LT Salvatore Laspina (6 AVN)
 LT Tirrell Morris (1 AVN)

For the technicians, the presentation marks the completion of the initial technician course at the RAAF School of Technical Training as well as Phase 1 of their airframe specific training. Following graduation at RAMS, trainees continue their on-the-job training at an operational unit to their National Aerospace Competency journal prior to achieving their Grade 2 rating, pay upgrade and Certificate IV in Aeroskills.

The graduate technicians are as follows:

CFN Cale Warren (5 AVN)
 CFN William Tanner (5 AVN)
 CFN Thomas Robinson (1 AVN)
 CFN Morgan Lewis (1 AVN)
 CFN Wilson Knowles (1 AVN)
 CFN Marcel Jeffries (1 AVN)
 CFN Matthew Holt (5 AVN)
 CFN Adam Glendinning (5 AVN)
 CFN Bryan Gaisford (5 AVN)
 CFN Shea Bennie (5 AVN)

CFN Richard Arnott (1 AVN)

CFN Alexis Alonso (1 AVN)

The AAAVN Beret

Given the ubiquitous nature of RAEME, members posted to units with corps specific berets such as RAAC and AAAVN are entitled to wear the beret of their parent unit, to signify the vital role they play in maintaining the unit's operation capability. As such, the presentation of their berets represents the transition from the training environment of RAMS to operational aviation regiments.

The Australian Army Aviation Beret originates from the beret worn by the British Army Air Corps, which chose the colour for its beret, when it was reformed in 1957. The AAC originally wore the Maroon beret, when it was composed of the Glider Pilot Regiment, Parachute Regiment and Special Air Service Regiment. When the AAC was reformed it needed to find its own distinctive colour. Light blue (Cambridge Blue) from the facings and shoulder titles of the Glider Pilot Regiment and of the Army Pilot Wings worn by the Air Observation Post was eventually chosen by an ad-hoc committee including the first colonel-commandant of the Corps.

Background on Army Aviation

Australian Army Aviation originated with the Army Flying Corps which formed during WWI. After WWI, the Army Flying Corps was disbanded and the capability transferred to the Air Force which was raised in 1921. The decision for Army to have its own organic aircraft was not made until the 1960s, with the Australian Army Aviation Corps being officially established in 1968.



CO RAMS, LTCOL TSAMIS presents CFN Holt with his beret.

2 CAV DWN

Pineapples are my kind of plant. They're hardy and they'll grow in semi-shade or full sun, they'll handle lots of water or very little and they love Darwin's tropical climate, absolutely crave it. They flower in the dry season and fruit in the wet season – around Christmas time. Whatever you ask of them, they'll oblige, so they've become an essential part of my life. No problems fitting them into our day and they are almost as durable as an armoured vehicle.

2CAV

2013 has been a busy year all round. People coming and going, to and fro, back from overseas. Field trips, change over in staff, people posting in and out, G-Wagon and ASLAV courses through the year, all this on top of our normal schedule of getting the ASLAV fleet up to a high standard. Then ACR coming into affect and the move to Townsville and some people posting down to Adelaide, leaving 2 CAV scattered all over country side. "Ask the Leyland Brother's". Yet still 2 CAV keeps the fleet running and fully functional.

Now in 2014 with the addition of AS4's and G-Wagons, there's no challenge to great for us to tackle. The boys will get down to Bandiana on the required courses and be stand up soldiers representing esprit de corps.

VMs

"You know what a good idea is? Let's use an old toilet roll to attach to one of the pipes near the cooling tower, seeing as we can't get the part in that we require. We'll paint it black and nobody will ever know the difference" says CFN 1. "We will eventually be found out, you know!" CFN 2 says ... "ORDER THE CORRECT PART FOR THE JOB, AND FIT IT TO THE VEHICLE" CPL says.

So nothing really changes in the workshop these days, just get work done and get the vehicles out to a maximum standard from our 2014 crew of broken VM's. One with serious back injury, another with crunching knees and one at SRC (soldier recovery centre). An awesome team this year to continue 2 Cav's impeccable record.

EIR

CFN Aisbett holds the record for most duties in 2013. A whopping 57 guards which he is extremely proud of. Earlier this year we presented him with an award to commemorate his triumph over all who are envious of this accomplishment.

No ... But in all seriousness, he's quite humble about the whole thing.

2013, during Operation Slipper over in Afghanistan many tasks were set for the trade's people to complete on a set deadline. Which we resolved without any error. Until one in particular job which stood out from the rest was an Air conditioning fitting job for on of the ANSF (Afghan National Security Forces) buildings. This took a number of weeks to install by the Elec's on hand at the time. On the last day of completion to the job there work was for nothing, because ... Wham! The place was obliterated by 'Chinese 107 rockets' from 20 kms away. This happened only a short time after the boys had left the compound.

All in all 2013 was another successful year at 2 Cav, as the boffins and the Tech elec's were lead by "Dutchy" through many arduous days of sweating deep inside the electrical system of an ASLAV.



GE

Well same as usual all hands on deck for the fitters and welders. Fixing all that is damaged in the treacherous field exercises held in Bundy, High range Townsville and Shoalwater bay, while conducting repairs on there own vehicles.

2014 for GE is also all hands on deck to get things up to scratch for the move through the year.

REC MEC

Before I indulge into the world of recovery mechanics, just want to clarify something. They are not glorified tow truck drivers. Just like VM's aren't glorified parts changers, we diagnose also. They have A and B vehicles with the capability of towing. They are Recovery Mechanics. So that's cleared up.

So 2013 proved very busy for them as many vehicles got into some sticky situations, which required heavy duty towing capabilities from the Recovery team. Not much has changed in 2014 as they use there skills to assist the fleet get back on the road.

THE MOVE

I owe, I owe, its 2 years left on my ROSO to go, it off to Townsville we will go. Hi ho, hi ho, hi ho, hi ho. 2 Cav is moved to another state, and we will be starting this in the middle of 2014. We have to pack up all inventories, memorabilia of our full history in the Australian Defence Force. Even though we are moving all of AS4 and ASLAV equipment. Our soldiers are most excited and keen for the next chapter of

2 Cav and there own lives. The moral in the workshop is quite high considering the task that is ahead.

2 Cdo Regt 2013-2014



The previous year for 2 Cdo Regt has been fairly busy, even though the closing down of Operation SLIPPER is well underway. 2013 saw the last SOTG with Rotation XX in June. It was also around this time that 2 Cdo Regt played a part in the Biannual Exercise, Talisman Sabre. The later part of 2013 and first half of 2014 was quiet with only some small internal unit exercises and small contingent deploying to Papua New Guinea in August for approx 3 weeks.

In general

Workshops have kept the gap between operations and exercises full with Coy activities, various platoon social events and awards. Physical training five days a week (two of which are run for the Coy by PTI's) keep us busy leading up to the Commando Annual Fitness Test (CAFT). The Ace took a bet bigger than he expected by laying down the law "a six pack for every person that beat the OC in the CAFT", costing him a carton of spirits in whole. The CSM has been busy organising range shoots at least every fortnight to keep up our weapon qualifications and a few of us have managed to jump our way in on a parachute course.

The workshops have had a couple of social events ranging from the ASM golf day in late 2013, the workshop Christmas function (skirmish) in early December and the 2 Cdo Regt TSP "Ashes" held in February 2014 (Dominated by EIR/RPS). The ASM held the inaugural awards for NCO and CFN of the year, with CPL L. and CFN B. getting their name on the trophy.

SOTG XX

Before I get started I would like to state RAEME Workshops is also known as: Work Party Shops, Bunnings TK, Kennard's Hire - Afghanistan or TK Firearms

It's the end of an era. After twenty rotations of combat operations, the Special Operations Task Group is closing its doors and heading home. With the Task Group closing down, RAEME Workshops is in the thick of it, doing everyone else's job as well as their own. This combined with the extensive job of returning three million dollars worth of unused parts, exceptionally short notice tasks, the ever evolving piquet list, filtering the extensive list of foreign weapons that were required to be taken back to Australia for unit museums, denying suicide air conditioners from fate, building gates for every gap in a fence for a 300km radius and retrograding over ten years of accumulated equipment, has generally kept the RAEME Workshops busy for the better part of the 6 months



TS 13

Talisman Sabre 2013 saw the deployment of a geographically scattered, multi-unit CSST to support the 2 Cdo Regt and US Rangers Special Forces task force. The CSST was SOLS lead, with a predominately 2 Cdo Regt trade Base, with attachments from SOLS, SOER and 1 Cdo Regt.

Though based predominantly out of Lavarack Barracks, elements were as far spread as High Range Training Area to Rockhampton and Yeppoon. The CSST provided life support to 2 Cdo Regt and US elements, from setup to withdrawal, across numerous location Camps and FOBs. Despite the late night time recoveries, US members being introduced to local fauna and the constant maintenance liability of the US BUDGET rental rally cars, all Australian troops came out unscathed.

Papua New Guinea

Mid August 2013, 2 Cdo Regt deployed a small CSST, consisting of two Marine Fitters, two Cooks, one Elec and one TPT member, under the control of a RAEME officer IOT support 2 Cdo Regt whilst conducting exercises on and around Ocean/ Island terrain. The task was set from the beginning as delivering logistics into such a remote location economically is virtually impossible. Due to the tireless efforts of the CSST OIC and a lot of favours from some friendly locals, the deployment was a success. Training that was conducted along the coast of PNG and around the Islands was of survival, amphibious, air deployment and Ocean traversing in nature. The exercise finished up with a memorial parachute jump into Nadzab, and a 300NM transit from PNG to Weipa.

Overall, whilst some of the guys are disappointed to have missed out on an SOTG rotation, the moral of the workshop has been very high. There are plenty of training opportunities available to gain specialist qualifications, not only in the Marine Fitter and Armourer areas, but also with the Vehicle mechanics with the introduction of new capabilities in the coming years.

RAMS 25th birthday

LT Geddes

It is easy to forget how past achievements have led to what is now considered standard practice. The 25th birthday celebrations of the Rotary Wing Aircraft Maintenance School (RAMS) gave members the chance to reflect on how its forbears have created the capability we see today. RAMS formed from what was a tiny workshop with a few lathes at RAAF Amberley to a modern maintenance facility capable of training technicians to maintain today's rotary wing capability with civilian accreditations added on top.

To celebrate the day, a series of team activities was run to allow trainees to use their trade skills in a competition against their peers. The activities included challenges covering the aircraft trades as well as vital 'all corps' skills such as driving a tow motor around a marked track with a bucket of water on top, points being deducted for the amount of water spilled. The activities facilitated inter trade cooperation; aircraft technicians guiding avionics trainees on a Blackhawk main landing gear change and aircraft technicians staring blankly during the fault finding of an electrical circuit.

A contingent of RAEME Association members visited from Brisbane for the day and were impressed by the RAMS facilities and enthusiasm of the trainees. The members spoke fondly of their past service in RAEME and appreciated the chance to see how the air side did its training. The visit also included great nostalgia for some who had worked at Swartz Barracks over 40 years ago.

The day was concluded with a dining in night and included former Head of Corps Brig Ross Grant (Retd) as one of the guest speakers. The speeches focussed on recognising the achievement of RAMS as a unit and the longevity of the friendships formed in RAEME.

It was noted that prior to the formation of RAMS, many doubted that RAEME could maintain an aviation capability. Today those doubts seem ridiculous as RAMS continues to produce high quality soldiers and officers to serve in RAEME and add further its reputation over the next 25 years.



RAMS Trainees changing a Black Hawk Wheel.



Past and Present Members of RAMS raising a glass to celebrate 25 years.

102 Fd Wksp Coy, Recovery Platoon 2013

Gains for 2013

WO2 Ken Roberts from 101 Fd Wksp
 SGT Pete James from 101 Fd Wksp
 CPL Daniel Stoman from 1st Armd Regt
 CFN Brigden Corp transfer 1 RAR BRC 1/13
 CFN Warsing ALIC
 CFN Daure ALIC
 CFN Dempster ALIC

Losses for 2013

WO2 Geoff Currie to ALIC (on prom)
 SGT Mick Pettit to 7 CSSB
 LCpl Matt Leigh to 6 ESR (on prom)
 CFN Pigdeon to 5 AVN
 CFN Austin to 10 FSB
 CFN Trevithick to 4 Regt
 CFN Burgoyne to 16 ALR
 CFN Brown to 1 CSSB (Adelaide)
 CFN Coleman to SOA

Already contracted from 2012

CPL Unsworth
 CPL Wicks
 CFN Adams
 CFN Bollenhagen BRC 2/13
 CFN Carter BRC 2/13
 CFN Wilks
 CFN O'Brien
 CFN Steens
 CFN Simpson
 CFN Hedwards BRC 1/13
 CFN Hawkins BRC 1/13

2013 began as most years do with an overflow of corporate governance, new members posting into Recovery Pl for the first time, with others returning to the premier Recovery Pl. With the training continuum what it is these days, Recovery Pl currently has on deck this year, 10 established OR positions, with 8 OJE's in pool positions, so we are healthy for manning. In fact we have just had 3 more OJE's (Non Quals) march in awaiting CIT, and then BRC starting Jan 2014. Unfortunately at this stage we have not had an increase in vehicle assets, however when Plan "Beersheeba" stands up, I expect this to change.

After the Wksp shakeout, which was memorable for all the wrong reasons (mainly the climate at Cowley Beach) the two activities

which attracted the majority of effort were CATA and EX Hamel 13. Both of these activities demonstrated how effective and necessary Recovery Pl is to the 3 BDE manoeuvre elements. We established a Recovery Post on CATA which supported the move into the AO of the Battalions, which assisted in keeping the line of communication open. The post consisted of 1 x HRV, 1 x MRV, 1 x GMV and an ambulance, under command a WKSP CPL.

With the continuing budget cuts to EX Hamel 13, (which severely reduced the duration of the EX) we had the opportunity to Brigade a number of Recovery elements from B ¾, 16 ALR, 20 STA and 11 CSSB to supplement Recovery Pl

102 FD WKSP. This concept proved viable and hopefully is something that can be replicated in future large scale activities. It was pleasing from a WORM prospective to have so many assets available, but perhaps more pleasant was how well the members from the different organisations came together and shared the workload, not to mention the odd war story.

As the year starts to draw down, looking back some noticeable achievements this year include qualifying the following;

4 members AS4 Crewman drivers,
 2 members 60 t crane,
 4 members 20t crane,
 3 members MHE,
 3 members ASLAV Crewman drivers
 1 member Subj 4 WO
 1 member Subj 1 SGT
 2 members Subj 2 CPL
 1 member AS4 ARVL operator

In addition to gaining skill sets, there has been multiple Plan "Robbo's", which include the submission of an EEV to bring on sub account a tractor/ backhoe to enhance establishing the deployment site for 102 FD WKSP, and the sourcing through Corp Funds monies to purchase a Tri Colour shade sail to name a couple. For those who have been posted to 102 FD WKSP, you will be well aware the lack of communal gathering area's.

To that end I had a vision and put it out to the junior members of Recovery Pl to facilitate the establishment of a paved under cover area in front of Recovery Pl. As this was a self help and funded activity, we were able to source all materials, including, timber sleepers, pavers, aggregate gravel, sand, poles, cement and mixer from the old boy network established within 3 BDE. The only material we could not source was the shade sail. Thanks to MAJ John Halstead who guided us through the process of seeking Corp Funding



Recovery Assemble – Post Ex "Hamel" 13 battlefield clearance.

for approved projects, we now have a Tri Colour shaded area for the Wksp to utilise. Along the way, I was able to enlist a number of first time subscribers to Corp Funds, as they now have something material to see where Corp Funds can be used.

So, as the year draws down, 102 Fd Wksp, Recovery PI can look back and be satisfied that we have achieved all tasks demanded of our organisation, the majority of which were done with minimal information and little time for planning, and often last minute on Friday's or over weekends. I would like to thank all the members from recovery PI for a great 2013, we have achieved a high standard this year which will hold us in good stead for next year. I would also like to thank the OC MAJ Kane Wright for always supporting our ideas and intent throughout this year and wish him well with his future endeavours over seas at the US Staff College.

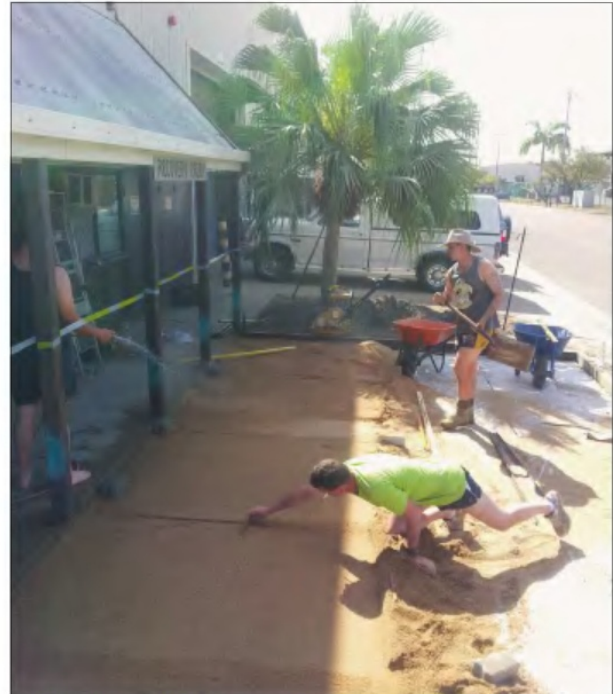
Cheers, Robbo



CPL Wicks and CFN Steens concreting the support poles.



Enjoying the finished product, only landscaping to be completed.



CFN O'Brien, CFN Harvey and CFN Simpson starting the paving.



L-R CFN Simpson, SGT James, CFN O'Brien and CFN Steens participating in the Camp Quality charity Convoy for Kids.

TST 1 Regt RAA

W02 Costello

Well 2014 had its usual turnover of personnel with the new ASM, Mal Costello quickly put under the pump with a MAS audit to kick the year off. He was kept busy putting out spot fires that seemed to pop up everywhere and in the end the damage left behind was extremely minimal.

Ex BARCE was the first Regt exercise for 2014 and was an eye opener to all the new members who marched in on how the Regt conducts business in the field. This did lead to numerous short notice tasks which we took on with vigour to get everyone out the door. Morale was not lost with the introduction of PIRs to all members and the re-introduction of witty nick names and constant banter over the net.

As usual, we returned to continue on fixing everything from small arms to M777A2 and the complete vehicle fleet including prehistoric Macks in preparation for the next round of exciting adventures starting with Ex HIGHSIDE/CATA commencing in June.

2014 has and will continue to have a lot of challenges for all members of TST. They have so far risen to these challenges remaining very flexible so as not to break, even if every thing else does.

Vehicle Section – CFN Johnathon Caruana

Here at Vehicle Sect we like to be jovial and in this vein, we decided to get back into things by starting the TOOL OF THE WEEK Award in the workshop this year. Our OC CAPT Tim Bligh immediately got in the spirit of things with a Tool nom for wearing sandals and socks to a run, in view of the public on Brisbane's South Bank, he then immediately set a record, that has yet to be broken, with a penalty count of 72 heaves in 3 days (he only completed 31, and then tried to pull the pin on the tool halfway through the week).

This year has seen many new additions to the section with "Your all POMs, I'm not" SGT Keith Clark, "when I was at 6" CPL Harwood, "I love everything Artillery", LCPL Philip Hines, "lil money" CFN Levi Barnett, "Let me tow something" CFN Michael Gabriel, fresh from 2/14 "crack a tinnie" CFN Ryan Ardler and late 2013 "Cool story Hansel" CFN Evan Johnston.

In typical style before bush all the lads tucked in and pulled their weight getting stuck into Pre Ex BARCE 2014 preparation with our fantastic new facilities, except the brand new compressor (only actual new thing here) had different plans and packed it in forcing us to ship everything off to 7 CSSB (Cheers lads).

As usual we carried out our mandatory 200 CES spot checks and loaded up field equipment ready to carry out our shakeout at Greenbank. LCPL Phil "I know where I am going I'm Convoy Commander" Hines lead us to the old range gate entrance, where we were politely told to turn around and use the new gate. After finding a clearing to turn around in, out we went driving for another 20 minutes, through the correct gate, another 20 minute drive round the range road at a strict 40km/h we find ourselves back at the original gate on the same patch of scrub where we had been told to turn around, here we began our shakeout and the fun continued from there.

Ex BARCE as a whole went well for most of Veh Sect (with equipment related to us anyway). Most of us were either sent to the Gun line in FRTs with the Gun plumbers or stuck in rear ech digging pits. Our wrecker committed the ultimate sin and decided to break down, after several hours of repair by CFN Andersen. The

intermediate diff housing studs breaking and leaking oil everywhere, a trip to Mack Trucks Australia in Rocky was needed, here CFN Gabriel could see all the shiny trucks on display and lick windows with his fellow truckie mates??? (must be a Reccy Mech thing).

The exercise was an eye opener to the members not familiar with the way that Artillery conducts operations out field. All the guys from the workshop have really put their best foot forward and completed the first exercise in 2014 with flying colours and displaying excellent basic soldiering skills.



CFN Gabriel dreaming of Shiny Mack Trucks whilst supporting Ex HAWKESBURY.



CPL Barnett getting preparing for field, practicing his facing out pose.

EIR Section – CPL Cheyne Truelove

It has been a busy start to the year for CFN Anthony Gerlinger acting as Section Commander and supervising the new Boffin CFN Doomesh 'Doom' Koraram and electrician CFN Billy Telfer as CPL Cheyne Truelove was deployed and on leave until mid year. CFN Gerlinger kept the section running well and ensured there were no major shortfalls with the maintenance of the Regt's equipment despite the numerous extra regimental tasks which are welcomed warmly by all in the Sect.

CFN Doom fresh from completing OJT in Oct 13 was a welcome addition to the Sect. The extra manpower has meant that the section is less reliant on 7 CSSB and the backlog can be handled within the unit. CFN Doom deployed on Ex BARCE where he got to experience the joys of how to dig a shell scrape and run FPDS for the non present elec. CFN Doom continues to build his experience on the various equipment within the Regt as well as be the workhorse for EIR Sect.

CFN Billy Telfer has had his work cut out for him between servicing generators.

CFN Telfer has had to relocate his work area several times this year which he was more than happy to facilitate and is now in a safe fit for purpose work area.

For the rest of the year the section is looking forward to getting Ex HIGHSIDE out of the way so we can crack into the remainder of the year.

GE Section – CFN Jeff Adams

As the workshop wound down to the end of 2013 we saw the move of the GE Sect Work area from the top workshop, down to join the civilian Gun Plumber Kenny Zache in the gun bays.

With the new buildings nearing completion, Kenny was eager to move out as there was little space in the gun bays due to the invasion of all the Fitters.

At the start of 2014 we saw the posting in of new members to the Sect including CPL Robert Boswood and CPL Andrew Duffy. CPL Boswood soon after arriving attended the M777A2 Maintainer's course IOT perform the role of 105 Bty FRT Comd. This resulted in GE being heavily tasked to maintain the units M777A2s, small arms and other equipment to inspect and repair prior to Ex BARCE.

The grand master welder – CFN Gary Bird was not left out also having plenty of extra tasks including various wooden CP map boards and an array of countless projects that would require ECP's or AMW's. These jobs were in addition to the myriad of rust repairs on an aging fleet of Macks and containers which kept him busy.

In April we had CFN Dan Muschalla head down to Ulladulla with the Army Surf Riders Association (ASRA) team to compete in the tri service surfing competition, where ASRA dominated and took back the title which had not been held by ASRA since 2006.

With the new buildings just completed and the GE Sect M777A2 Maintenance Bay moving it was time for GE Sect to spread its wings and claim some real estate much to the delight of CFN Bird who now has an entire welding bay free of Fitters. With more bush coming the tempo has not slowed for this highly elite and skilful team of GE Sect soldiers, who will once again rise to the challenge in the eye of adversity to get the job completed.

Why Ben likes working at 5 RAR workshops, wake up, eat, exercise, eat, work, drink, sleep by CFN Hart

I'm a working-class person, working with class.

Karl Lagerfeld.

INTRODUCTION

The young soldier tradesman equips himself with the skills and knowledge to provide capability. The soldier tradesman wakes with a shock of utter dismay at the alarm he has equipped his mobile phone with. The time is 0500 as he gets himself up onto one elbow and massages his brow. The billy is on the stove, the toast is down, and the shower provides consciousness. With his overalls buttoned and laces tight, he cuts his toast into little soldiers and sips his piping hot coffee, as he taps his foot to the scratchy record and thinks, "I'm a working-class person, working with class". The keys rattle in the ignition and the engine roars to life. The young soldier tradesman is ready. He is off to work.

Ben holds a high opinion of the 5 RAR workshops in its entirety and regards all the members within the workshop network as being a pleasure to work with. The machine that is the 5 RAR workshops boasting its exciting physical training program and satisfying brew club provides for the battalion and ultimately the brigade. It also provides the job satisfaction Ben craves, working within the ECN 229 trade.

PHYSICAL TRAINING

Ben enjoys PT in general and has taken a particular liking to the physical training program that the 5 RAR workshop provides. He feels it is a very important part of mental and physical wellbeing. Ben also feels that the schedule of Monday, Wednesday, Friday, provides a well earned recovery, with the option of participating in training on Tuesday mornings, so as to be at full capacity for the Thursday afternoon sports. Although Ben occasionally requires extra training in some aspects of his military life, he feels his time is best spent 'on the tools' of a Tuesday morning, as he still excels on the volleyball sand court of a Thursday afternoon without extra training.

One of Ben's most favoured PT activities is 'burpees' (the act of conducting a push-up before leaping into the air and clapping ones hands) as the push-up phase reminds him that he has 'hit bottom' in his past, (he often thinks back to his days as a member of 1CSSB and what it was comprised of), and how the uplifting leap into a joyous clap of his hands reminds him that he is in a better place now and every day at 5 RAR is a good one. Physical training reminds Ben not to question, not to think, just do as you are told and achieve the objective.

THE 5 RAR BREW CLUB

The brew club is run by the workshop, funded by the workshop and its profits are put back into the workshop. Ben feels immensely satisfied when he is welcomed to a cool refreshing drink and carbohydrate loaded snack.

The 5 RAR brew club provides this at a reasonable price and he feels obliged to support such a union within his workplace. It seems inflation is not in the brew clubs vocabulary, which Ben is also fond of. Not only does the brew club provide much needed fuel, in form of food and drink, for the work output of soldier tradesman and all those who support them (RPS, EMEOPS etc.), it also provides an important means of funding for rewarding social events like the esteemed end of year function.

Ben is looking forward to his first celebration of this kind at 5 RAR workshops, later this year.

JOB SATISFACTION

Ben is proud to raise the RAEME flag high out the front of the workshop every morning (he now knows not to put said flag up before the ANF, because that is bad) and he watches it flutter in the wind for a second, whilst thinking what challenges will confront him today. He has a respect for electrical and mechanical power and is ready to keep the cogs and pulleys turning.

The Macquarie dictionary defines the word 'workshop' as a room or building in which work, especially mechanical work, is carried out. It goes on to describe a group meeting to exchange ideas and study techniques, skill etc; as in 'theatre workshop'. It further illustrates the word as collaboration with others, while reading or performing a provisional script. Ben believes all three examples above as being relevant when relating job satisfaction to the 5 RAR workshops. It is not just a workshop with which mechanical work is carried out but a meeting place where the ideas, skills, knowledge and techniques are exchanged by tradesmen in the workshop, field and operational theatre.

No matter what the setting or environment, one can find the workshops collaborating and functioning together, providing capability to the regiment and brigade. All the while adhering to, or performing within, the 'script' defined by the Army guidelines.

Without job satisfaction, the state of feeling self worth, Ben feels that the members of 5 RAR workshops could not work effortlessly together or achieve objectives to the potential they are displaying currently. Although there is always room to improve in all aspects, Ben feels satisfied and proud with the way the workshop members carry themselves.

With Ben's working class lifestyle and his perception of the lifestyles of others who he works with, he feels that he 'fits in' well and holds all personnel in high regard. From the lower ranked characters like CFN Gladman who share Ben's passion for mechanics and tom foolery, to the harsh, but fair, slave driving CPL Deards, there is never a dull moment when the tool boxes are opened (sometimes found to be full of grease) and the work orders are belt fed into the workshop. Let the games begin!

Ben now has a better understanding of the work order system and the dreaded 'computertron' after gaining a MILIS course at 5 RAR this year. He is now able to put forth parts requisitions, often with the aid of CFN Hall and CFN Riley, in the Vehicle Platoon office. Ben has also gained an appreciation for the RPS wizardry of SGT Dam-Hansen, CPL Borton and, 'Fingers'.

The ability of the RPS to pull seemingly unavailable vehicle parts, tooling and supplies out of the computer screen and somehow make them re-appear, shiny and new in the workshop, is outstanding. The workshop accepts the RPS team and considers them honorary RAEME. Ben looks up to the ASM, a man of infinite workshop knowledge and wisdom, who understands and rewards a hard days work.

For a place so busy and full of life for the better part of 12 hours a day, when the tools are down, the armoury is locked and the flag is lowered, the workshop becomes a ghost town. Ben likes this time

of day, watching the workshop empty rapidly with happy people going home to their families and loved ones. Ben has a cigarette and contemplates going home. He waits, whether it be in the car park for the traffic to clear, or at the workshop just to get some peace and quiet before going home to a shared household of young 'yahoos' like himself.

The day is done. What to do? More often than not, Ben will hang up the Army overalls, climb into the civilian overalls, roll up his sleeves and continue working on personal mechanical jobs for others, or himself. He has high job satisfaction to thank for his desire to make the most of every day.

The workshop is an eerie place after hours. A broken light flickers to the sound of the wind blowing on the iron roofing, the air-conditioning still breathing in hallways and offices. Ben calls it a day and a door slowly groans as it closes itself. Two pumps of the accelerator, the keys jingle in the ignition and the engine roars to life in the empty sunburnt car park. The trusty Ford Falcon pulls up the steep Palmerston driveway with a clunk and a jolt as the handbrake is reefed on. Straight to the shed with a beer in one hand and a spanner in the other, it eases the deep thoughts of the ways of the world. Tinkering away and all of a sudden the moon has replaced the

sun. Where does the time go? The boots are unlaced, the overalls thrown at the wall; rebounding into the washing machine, "two points!" The soldier tradesman pours a shallow glass of RAEME port and puts the needle back onto the outside of that old scratchy record, he's classy like that.

CONCLUSION

From Ben's experiences of training physically and working on the tools within the 5 RAR workshop network, both in the workshop and field environment, on FRT, sporting on a Thursday afternoon, and other social workshop gatherings like the Friday afternoon BBQ, Ben believes those he works with are most certainly the type to have a beer with. These are the reasons of why Ben likes working at 5 RAR workshops. Wake up, eat, exercise, eat, work, drink, and sleep.

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Gumi Race – Wagga Wagga 2014

RAEME trainees at RAAF School of Technical Training entered a team into the annual Gumi Race in Wagga Wagga on Sun 16 Feb, comprising of 6 CFN who are currently on their ATECH IET course at RAAF Base Wagga.

The name Gumi (GOOM-I) is a Pidgin English word for “rubber” as in Bilong Taia or inner tube. It is a 7km race down the Murrumbidgee River on self-constructed rafts. The means of floatation for the crafts must be at least 80% by inflated inner tubes and must be manually propelled.

2014 turned out to be a great year for RAEME as their team managed to beat the Kapooka PTI Army team (reigning champs from 2013) and hence gain important boasting rights.

The Defence/Business/School division race started off as a close one, however the Kapooka PTI's had an unfortunate mishap early on. They found their craft had steered directly into a submerged tree stump and went overboard, allowing the RAEME team to gain important ground. RAEME led the race early on and kept the lead right until the end. It was a good effort by all.

There were some great looking crafts there on the day. There were upside down trampolines, deck chairs, bicycles, boat hulls and many other creative designs floating on top of tubes sailing, paddling and peddling down the river – although only one with the RAEME spanner proudly attached. Over 120 teams entered in the race.

Amongst the competitiveness it was a fun day for all ages and families too, and not everyone was in a rush to finish. One craft was

seen cooking their breakfast while floating down the river, which was priceless, and most crafts were equipped with water pistols. The Navy craft and a civilian ‘pirate ship’ craft were prepared and even equipped with powerful water pumps used to drench their competition.

Competitors on the RAEME team were CFN Butler, CFN Kaminski, CFN Irugalbandara, CFN Maloney, CFN Vass and CFN Bell. Credit to other course members who spent time re-building and working on the craft.



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