



THE CRAFTSMAN /RAEME

2025 VOL 76

Welcome to the 2025 edition of the Royal Corps of Electrical and Mechanical Engineers (RAEME) Journal. This Journal seeks to capture our collective snapshots in time and adds to our corporate memory whilst maintaining our Corps integrity. Our thanks go to our individuals and Units who contribute, for without your efforts this Journal would not exist.

Editorial Board

Editor: WO1 Dave Clarke
Email: David.clarke1@defence.gov.au

For next issue

Articles should be sent to: raeme.hoccell@defence.gov.au

The Editor

The Craftsman, HOC, ALTC,
Bandiana, MILPO, VIC, 3694

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**The Royal Australian
Electrical and Mechanical
Engineers**

THE CRAFTSMAN /RAEME

2025 VOL 76



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MIDDLE ZONE
DO NOT EXCEED FWD ZONE LOAD
WHEN AFT ZONE FULLY LOADED

FORWARD ZONE
DO NOT EXCEED FWD ZONE LOAD
WHEN AFT ZONE FULLY LOADED

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HEAD OF CORPS

Message from Head of Corps – RAEME

BRIG Gabrielle Follett, AM



2026 marks the 125th birthday of our Army, the 84th birthday of the Royal Australian Electrical and Mechanical Engineers, and the 40th anniversary of the Prince Philip Banner. There are few Australian national institutions that can reflect and build upon such a lengthy and respected history. This magazine is central to recording our achievements, evolution and heritage.

The first edition of the RAEME Craftsman magazine was published in December 1978. The message from the Director General EME in that edition is as relatable today as it must have been back then. Brigadier AD Powell wrote in 1978 that the Army could hold large quantities of equipment, but 'the large costs involved limit this alternative. What is needed is to...have a repair organisation which can quickly restore equipments [sic] to battleworthy condition. It is for this role that RAEME must organise'. He went on to state 'Our tradesmen must be preparing to meet their repair responsibilities for the most sophisticated weapon systems while still managing to retain current equipment in service....' While Brigadier Powell

was probably thinking in the context of the post-Vietnam 'peace dividend', his words are directly relevant to the almost the opposite circumstances in which we operate today.

Brigadier Powell's 1978 words speak to the need for continual adaptation. Our Chief of Army, Lieutenant General Simon Stuart, has directed that continual adaptation is to be central to Army's transformation to achieve the National Defence Strategy. In meeting this, our Crafties and leaders at all levels have proven time and time again that their intellect, skills and ingenuity make them adept at evolving and responding to whatever their roles place in front of them. Throughout history, warfare has required adaptation and this is as evident today in Ukraine and the Middle East as it has been across history. To again quote from Volume One of this magazine, 'Craftsmen of all ranks must be resourceful and versatile, with great depth of ability...in their trades'.

The 2024 National Defence Strategy directed the Australian Army to 'optimise for littoral manoeuvre with a long-range land and maritime strike capability'. This reorientation is evident in the pages of this magazine as our Corps adapts to enable littoral warfighting and contribute to the strategy of denial. Our people are training, supporting, enabling and adapting every day. As the incoming fleet of landing craft, counter drone equipment and new strike capabilities are delivered, our Corps' skills, equipment and training will continue to evolve and rise to meet the demands of these concepts and capabilities.

I will close by commenting on the centrality of culture, customs and traditions, and Corps heritage. Our Corps history, our badge, our tri-colour RAEME flag, the Corps Banner and the heritage displayed in our workshops and units are part of

the foundation of our continuity and future. Our culture is how we meet our professional responsibilities¹ and it must be identifiable, positive, and fit for the contemporary environment. I encourage you to actively know and contribute to the customs and traditions of RAEME, fly the RAEME flag, add to the artefacts on display in your unit and workshop, engage with our predecessors and be part of the next edition of this magazine. By doing so you are respecting the service of those who have gone before you, and setting the conditions for the future of our Corps as a key part of our Army.

'Our greatest asset in our approach...is our Craftsmen'².

Arte et Marte.

1 The Australian Army Contribution to the National Defence Strategy 2024

2 The RAEME Craftsman Magazine, Volume 1, Issue 1, December 1978

Message from Deputy Head of Corps – Air

LTCOL Chris Porada



It has been a year of growth and challenge as we rally to the Army mission; to prepare land power in order to enable the integrated force in competition and conflict. In doing so, the professionalism and commitment of our Corps, supported by our veteran community and families, is bang on.

2025 commenced with the Defence Force Remuneration Tribunal modernising the pay structure for technical trades, an important achievement targeting salaries for trades facing shortages and high civilian competition. These stronger retention incentives shifted remuneration to reflect technical mastery rather than just rank. The effects of the restructure are showing already with retention within the Aviation Technical Trades at the highest levels seen over the previous 10 years. This recognition of need for technical mastery is in stride with the transformation of Army's major platform weapon systems – the material component of our land power. The M1A2 Abrams Tank, UH60M Blackhawk, AH64E Apache and Littoral Manoeuvre Vessels are amongst our recapitalisation

to match future threats and operate in the unique geography of our region. These platforms are world leading, with our technicians being among the world's best trained and prepared to fight.

However, capability doesn't happen by accident or acquisition. It is generated, protected, and sustained every day by people.

Within these pages, you will see the skill, discipline and teamwork required to keep fleets serviceable and crews supported. You will read stories of innovation and hard work done out of sight, by professionals who understand that readiness is generated long before engines are ignited. Within the aviation capability through the Battlefield Aviation Program we are aligning to US fleets, the Chinook, Apache and Blackhawk. 16 Aviation Brigade is moving to a single Aviation Maintenance Organisation, employing foreign technicians and an integrated Industry workforce alongside tri Service full time and part time technicians.

Further, there has been geographical redistribution of the mighty 1st Aviation Regiment from Darwin to Townsville complementing the introduction into Service of the Apache, sustained readiness from 5 Aviation Regiment on the Chinook, and expansion of the Blackhawk fleet into 6 Aviation Regiment. We have seen acquisition of the Integrator UAS within 20 Regiment. With respect to training, the School of Army Aviation and RAEME Aircraft Maintenance School are iterating onto the new platforms graduating contemporary pilots, ground crew and technicians into the capability. Lastly, the 16th Aviation Support Battalion was raised; a topic close to my heart. The Battalion has emerged as a leader in Integrated Fleet Planning, with a focus on inclusivity that recognises our Industry enterprise partners. A year

passes quickly in aviation support. Aircraft launch, tasks are completed, new problems emerge, and the cycle begins again. Yet with each turn we build experience, strengthen teams and sharpen the way we deliver capability.

While we all read the headlines of an uncertain world, be certain that this makes our profession of arms more important. For our Corps, the mission starts in the Service Bay, and when the world is unstable, standards are our firm ground, standards of character, training and safety. This year we will train hard and look after one another. Thank you to everyone who contributed, thank you to those whose daily standards and commitment make the story worth telling.

Message from Deputy Head of Corps – Land

LTCOL Hans Hamilton



The current ASEME Command team is now twelve months into our tenure, and 2025 has presented a full year of challenges, risks, and, most importantly, opportunities to advance soldier and officer training within the Corps.

Looking ahead, 2026 presents a significant opportunity with the 40th Anniversary of the presentation of the Prince Philip Banner. This will be an important occasion to bring the Corps together to celebrate and unite around our Corps Banner on 20 May 2026. There is much to acknowledge from a progression perspective, including developments with the Combat Engineer Vehicle (CEV) and Joint Assault Bridge (JAB), the addition of new capabilities to Careers and Advanced Training Wing (CATW), and the graduation of our first ECN 222 Marine Technicians at HMAS Cerberus.

At the outset, I would also like to acknowledge the selection of my replacement, LTCOL Adon Cadona. Adon, I look forward to seeing your leadership in 2027–28, and I congratulate you on an appointment that

you will no doubt find both rewarding and enjoyable.

Training at ASEME continues apace. It may be of interest that we have recently absorbed all residual holding for ECN 229 Vehicle Technicians. Formerly known as 24 Platoon, these staff members have now been reintegrated into VTW as a trade platoon, with holding for new arrivals now managed by Trainee Development Wing at the Army School of Ordnance. The directed training requirement for Vehicle Technicians will reduce next year, which should help address the current waiting list. Additionally, we have transitioned to cohort-based scheduling to provide greater clarity on wait times for personnel.

At the last Employment Category Management Board I requested Recovery Technician remain on the critical trade list, given the introduction of a number of M88 platforms in the near future, I was concerned that the IIS of those additional platforms may further mask our ECN 226 statistics. ECN 146 remains healthy and it is noteworthy to mention that Material Technician (ECN 235) is now a fully delivered course, not just RPL / RCC. Electronics Technicians (ECN 421) trickle into ASEME, but more recently I was surprised when a cohort of nine arrived, this is promising! Vehicle Technicians (ECN 229) remains very healthy and Energy Technicians (ECN 418) are not yet of concern.

I would also like to clarify recent information regarding the divestment of Latchford Barracks. Following a government decision, ASEME, ADFSH, and other resident units will be required to vacate the estate and establish training at alternative locations. While the planning horizon is relatively short, preliminary actions are already underway to mitigate risks to the training pipeline. There may be a requirement to

surge training either before or after the move, and early indications suggest a potential disruption of up to six months. Further updates will be provided as more information becomes available.

Over the past twelve months, RAEME opportunities within the Littoral program have been realised, highlighted by the graduation of the first ECN 222 Marine Technicians from the Trade Training School at HMAS Cerberus. The fixed and mobile plant course offering is one of three initiatives underpinning a significant effort to refine and align training delivery under the Joint Technical Trades Training contract.

Another noteworthy initiative this year was the successful graduation of a qualified SSO Engineering Lieutenant from the RAN Marine Engineering Officer ab-initio training continuum. This forms part of an effort to assess whether Maritime Engineering Officers could constitute a third subcategory within the Land Engineering Officer specification. A second Lieutenant will undertake the course later this year, and we are hopeful this may provide a viable pathway for enhancing our maritime maintenance capability. The Chief Engineer Army is working hard to understand whether ADFA offerings may be included as a pathway.

One admin point for all, if you have Soldiers or Officers departing Defence in the near future, can you please show your Chains of Command the Corps instructions and ensure that the appropriate Corps farewells are conducted, whether it is a Corps award or the potential for a farewell at a dinner we are missing people who technician deserve the recognition. I have noticed a few separations on social media that HOC Exec were not tracking, we are somewhat reliant on you all in ensuring their correct acknowledgement of Corps Service.

This has been a challenging year to date, but these challenges have also brought significant and rewarding opportunities. I encourage you all to approach your own challenges with this perspective, I see our Master Artificers consistently doing this, which should inspire you all.

I look forward to seeing those who are able to attend the Corps Conference in October.

Arte et Marte



Message from Corps RSM

WO1 Jon Tynan



Happy 2026 to one and all,

As we close out 2025 and prepare for an exciting new year, I want to share a few key updates and reflections:

The continuation of the Corps Monthly updates is intended. These are to keep everyone informed on Corps priorities, initiatives, and opportunities. Communication is the foundation of our success, and these updates will keep us connected and focused. We as the greater RAEME community envision this will be expanded into a return of the Regional RAEME Network (or a new version of this), where the information can be freely communicated to ex-serving members also (community engagement and contact is an area I would like the Corps to focus on this year).

Our trades are evolving faster than ever. With new technologies and platforms, RAEME technicians will continue to be the backbone of capability. The future belongs to those who adapt, innovate, and lead—and that's exactly what we do best. Regardless of a members' rank or position, we are all leaders in maintenance practices; we are the custodians of equipment husbandry and stewardship. With a workforce under more pressure (technical skills, family life and workforce) always find a way to take time for yourself, your subordinates and look out for your superiors (everyone has a trigger, let's catch them before they fall).

Posting cycles remain a critical part of career development. Every move is an opportunity to grow, learn, and contribute in new ways. Embrace these changes—they shape the leaders of tomorrow. With some stability now being offered (away from CSSCONOPS for instance) and the moving away from 'like Brigades' this allows a freedom for our members to Geo-lock themselves (for the short-term) into locations if they specialise into a specific role (ie: High Mobility Artillery Rocket System (HIMARS) or the Army Littoral Fleet). There is always a 'but', you should never

expect to remain somewhere forever, and there is an Army need for postings to be filled (1RTB, out of Corps), do not shy away from them, embrace them, they can be the best times in your career.

A heartfelt thank you to our outgoing Master Artificers – WO1 Mick Nolan, WO1 Ben Munro, and WO1 Pete Chambers. Your leadership and dedication have left a lasting legacy. You've set the bar high, and we will continue to build on the foundation you've laid. To WO1 Mick Wright, WO1 Cheyne Truelove & WO1 Chris Gordon; we look forward to you taking on the task of MA for your respective ECN and providing a new perspective on the trades as we move through 2026.

2026 brings exciting opportunities with new technology and platforms, including HIMARS, Landing Craft Medium/Heavy (LCM/H), and Heavy Expanded Mobility Tactical Truck (HEMTT). These advancements will challenge us, but they also showcase what RAEME is all about—adaptability, professionalism, and excellence. Let's lead the way and prove once again why we are second to none.

Thank you all for your commitment and hard work. Together, we'll make 2026 a year of innovation, growth, and pride for the Corps.

"The strength of the Corps lies not in the machines we maintain, but in the people who make them battle-ready. Adapt, overcome, and lead—because excellence is our tradition."

Arte et Marte

Message from Artificer Sergeant Major – Land

WO1 Marc Craigie ASM-Land



It is an honour to have been selected as ASM-Land, succeeding my 46th Intake apprentice classmate, and respected peer, WO1 Andrew 'Jim' Beaman. Jim stepped into this key leadership role within the Army's Senior Leadership Group, contributing mission-focused advice and strategic leadership to senior Defence stakeholders. His dedication to establishing the role and laying a strong foundation to advance Landworthiness across Army and the broader ADF is both commendable and enduring.

I have been fortunate to serve in a wide range of roles that have shaped my perspective and deepened my commitment to Army. Each of these experiences has helped prepare me to contribute meaningfully to the Corps and Army's evolving strategic direction. I have served at the tactical level across Armoured, Engineer, Infantry, and Signals units. I have held appointments at the Brigade and Divisional levels, spanning both technical and non-technical appointments, and contributed at the Enterprise level within Soldier Career Management and the Capability, Acquisition and Sustainment Group. Most recently, I have served within the Chief of Army's Initiatives Group, on secondment to BHP.

Combined, these experiences have equipped me with a broad perspective and a deep sense of purpose as I continue contributing to Army's future direction.

Shortly after my selection, I reached out to Jim for some 'sage' advice given the importance of the role I was about to begin. During the course of our conversation, I said to him, *"I've got big shoes to fill."* His candid response was, *"Don't be stupid—you'll walk in your own shoes and make your own path on your journey as ASM Land."*

That honest, no-nonsense reply really put me at ease—classic Jim!

Responding to Change: Strategy, Systems and People

As the largest component of Army's technical workforce, our Corps is being challenged more now than ever before. The Defence Strategic Review triggered fundamental change in Defence Strategy and is in effect across all Domains, not just Army. This change is not only felt at the tactical level but at the highest echelons of Army - we have had to adapt quickly. In many cases, this change has created friction and as many of you can attest to this friction is felt most on the ground at the tactical level in units and brigades. This friction is a natural result of transformation. It means we are operating at the edge of change. As part of Army's technical workforce, we are not just reacting to this shift; we are shaping it. Our ability to adapt, innovate, and lead through uncertainty is what will define our success in this new strategic environment.

The introduction of ERP (EAM) has challenged our technical workforce to adapt to a new maintenance and engineering system—a generational shift for many. While the transition has been difficult, progress is being made. True to form, our workforce is collaborating, refining system use, and shaping processes to improve usability.

This commitment to excellence is why our Corps continues to earn such high regard.

Our people remain my foremost priority and I will continue to advocate for our workforce to the Chief of Army. Recruitment remains challenging in a competitive environment. Critical and At Risk Category and Occupation reporting for 2025 shows that critical ECNs for Defence sit at 40 and 47 respectively. Within Army, 17 ECNs are critical and 14 are at risk. RAEME accounts for three critical ECNs (226, 411 and 421) and two at-risk ECNs (235 and 412). Aviation and Land components of RAEME should not assume or rely on higher staffing priority than other Corps. As Army seeks to generate new capability there will be a greater emphasis on staffing the Long Range Fires Regiments and Littoral Manoeuvre units. Ultimately, RAEME's ability to attract, retain, and deploy skilled personnel will be essential to enable the capabilities that underpin Army's contribution to the National Defence Strategy.

Retention presents a challenge equally as important as recruitment. While Defence Workforce and Planning data shows a declining separation rate, a portion of our people remain disengaged. Whether you're leading a section or commanding a formation, each of us plays a role in shaping a workplace where our people feel valued, supported, and committed—because retaining good soldiers is just as vital as recruiting them.

Technical Workforce Engagement

RAEME represents the largest component of Army's technical workforce and I will continue to engage across the Corps. Beyond our Corps, I will further develop the technical network through stakeholder engagement with leaders within our Land Construction Assurance, Directorate of Army Seaworthiness, Signals and Ammunition Technician fraternity. These areas nest within

the Landworthiness Organisational Structure, and by broadening these connections, we can better align our collective efforts to enhance Army's operational readiness. I will also engage with RAAF stakeholders to explore and develop how the role of ASM-L can provide assistance in the management of land materiel within the Air Domain.

Broader engagement across the Landworthiness enterprise and with RAAF stakeholders highlights ASM-L's role in advancing Defence's strategic objectives in land materiel governance and capability assurance. I will provide regular stakeholder engagement updates to the RAEME network throughout my tenure.

Mastery, Ethics and Service

If I could leave you with three key ideas to carry forward, they would be these:

1. Lead with Mastery, Not Perfection.

Encourage others to embrace the journey of continuous learning. Technical Mastery is not about knowing everything, it is about striving to improve, setting the standard, and showing that excellence in leadership and technical skill can go hand in hand.

2. Let Integrity Be Your Quiet

Strength. Ethics do not need to be loud to be powerful. By consistently acting with integrity, we build trust and credibility. Leadership is not just about decisions it is about the example we set when no one is watching.

3. Serve with Purpose, Stay

Grounded. True service is about meaningful contribution. By staying connected to our values and maintaining balance between duty and wellbeing, we stay mission-ready and create the conditions for others to succeed.

Closing out.

Jim's contribution to the ASM Land role has been significant, and I have deep respect for the legacy he leaves. I am genuinely grateful for his example and support. Stepping into the role, I am aware of the responsibility it carries and I'm committed to uphold the high standard he has set. I intend to build on his foundation, continue to learn, and serve in a way that honours the trust placed in me.

People are Army's most important asset and hollowness exists across large parts of the support workforce, which will continue to impact delivery of support functions. We must recruit, retain and grow the support workforce necessary to meet the needs of the integrated force in conflict. We must understand where we have preparedness risk in technical skills, knowledge and experience, particularly in technical trades who lack opportunities to practice maintenance skills in a controlled environment.

Land Domain Support CONEMP

Master Artificer – ECN 146 (Outgoing)

WO1 Michael ‘Mick’ Nolan



It has been an incredibly busy 2025, with Talisman Sabre the focus for many units across Army whilst attempting to embrace the go-live of ERP and making it work. From what I observed, the challenge was not the systems but gaps in our workforce that are exacerbating pressures within the various formations.

This has resulted in the continuing transfer of risk to those junior technicians taking on higher duties where gaps exist. This has not gone unnoticed by your commanders and higher headquarters with work being undertaken to try and reduce the burden across the enterprise.

St Eligius Trophy 2025

The second iteration of the St Eligius Trophy was conducted mid-November 2025, at the home of the Craftsman (ALTC). This year teams were again drawn from 1, 3 and 7 Brigade, with a very early start for all involved with a physical component added



consisting of a stores carry followed by the obstacle course which was timed. This year's competition also included a TCCC stand (run by the staff from the School of Health), which tested their teams' ability to render tactical first aid whilst remaining situationally aware.

Overall, it was judged a success by both competitors and the directing staff involved with RAEME HOC presenting the trophy to this year's winning team - 3 Brigade.

ECN 146 MA Coin

Nominations for the 146 MA coin were the highest number to date. It is a reflection on both the great work conducted by ECN 146 personnel and the respective supervisors seeking to recognise and reward them for their efforts. This coin is a means, for myself as the MA, to recognise the great work carried out by weapon technicians across Army who have provided vital



/ MA 146 Coin.

support to capability day-to-day. As in the previous years, the majority of all nominees were delivering technical effects/support well above what is expected of a person of their rank, skills, experience, and I congratulate all the recipients.

Analogue Backstop

'The Spartans say that any army may win while it still has its legs under it; the real test comes when all strength is fled and the men must produce victory on will alone' – Steven Pressfield, Gates of fire.



/ Teams competing in the St Eligius Trophy - 2025.



/ Weapon integrated onto UGV – Ukraine 2025.

A contemporary ECN 146 Weapon Technician must be able to deliver a technical effect, in support of a Joint Force, to help win the fight. Think of yourself as an 'analogue backstop' - you act as a commanders' technical safeguard against failure of the mission. You will operate in a non-permissive, communications denied, austere environment facing progressively more complex (and often contradictory) operational demands where maintenance elements are disaggregated as a means to survive.

The individual and collective ingenuity of RAEME technicians' instinctive ability to improvise a technical solution must be practised. Speed of execution of Non-Standard Maintenance, also known as Battle Damage Assessment & Repair (BDAR) or Expedient Maintenance, is based upon the conduct of ad-hoc repairs. Exposure to this in training enables technicians to crawl/walk/run, rehearsing 'actions on' building confidence, experience and proficiency. It is likely that when conducting Non-Standard Maintenance, the level of repair conducted will be greater than what you have been previously authorised to perform. Consider the following:

Do you have - The tools? The skill? The knowledge & experience (proficiency and/or technical manuals)? The facilities (incl parts)? The time?

Your ability to quickly assess and then execute Non-Standard Maintenance will be critical to ensure equipment availability and ultimately, the sustainable delivery of combat power. ECN 146 weapon technicians should look to exploit opportunities where you can build both individual and team's proficiency in these maintenance practices, conducted under realistic time constraints.

A technician's ability to quickly assess damage and then execute a technical solution is critical. Testing your foundational knowledge of both common and specialist weapon systems need to be prioritised in a training environment.

Opportunities for training must be provided at unit level to exercise this process to develop both the critical skills and relationship between maintainer, commander and operator in a training environment. Ultimately this will imbue a rapport that becomes habitual - operators and maintainers working together to return equipment to the fight as quickly and safely as possible.

You need to ready yourself both physically and psychologically and be prepared to carry out your tasks in the most violent of environments.

Ultimately, as a key enabler to the Joint force you need to continue to develop yourself across technical, tactical, and

cognitive domains. Use your Technical Support Network to find and take advantage of opportunities to organise, participate or witness the conduct of realistic training to build wartime proficiency.

Be an asset, not a liability and train like you go tomorrow.

This is my final correspondence as MA 146 as I hand over the role to WO1 Chris Gordon who takes over in January 2026. I have no doubt he will make this role his own and congratulate him on his appointment and wish him all the best. It has been an incredible honour to represent the trade and I thank you all for your support and guidance. To my fellow Master Artificers, both past and present, thank you for your support over the past three years. As a group, I believe we have all made significant contributions to our respective ECNs and made the Master Artificer appointments more contemporary within the Corps.

In closing, to all those members that are posting - travel safe and I hope that your relocation goes 'to plan' and as stress free as possible. Enjoy the downtime, reconnect with family and friends and enjoy the break - we need you back well rested. And to those who may be transitioning to a new career outside of Army at years end, I thank you for your service to the Nation and wish you the best of luck in your new undertakings.

If you wish to contact me about this article, please email me direct: michael.nolan@defence.gov.au

Arte' et Marte'

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/ Weapons may be integrated (where necessary) to support missions in a contested environment.

Master Artificer – ECN 146 (Incoming)

WO1 Chris Gordon



I am deeply honoured to assume the role of Master Artificer for ECN 146 Weapon Technician. This appointment is both a privilege and a responsibility, and I look forward to representing our trade at both Corps and Army levels. On behalf of all Weapon Technicians across the Army, I would like to extend my sincere appreciation to WO1 Mick Nolan for his exceptional leadership, commitment, and hard work in this role over the past three years. His efforts have significantly strengthened our trade and set a high standard for all of us to follow.

Since enlisting in the Army on 25 January 1999 as an Adult Trainee, I have had the opportunity to serve in a variety of units across Land Command (later Forces Command), Special Operations Command, and Army Headquarters. These experiences have provided me with a deep understanding of the challenges and opportunities within our trade. I currently hold the position of Brigade Artificer Sergeant Major in the Army's newest formation, the 10th Brigade, which has given me firsthand insight into the evolving capability requirements of our organisation.

As Master Artificer, my role is to advocate for Weapon Technicians, ensuring our voice is heard in discussions that shape the future of Army capability. This year has seen the introduction of several advanced systems, including Long Range Fires and Ground-Based Air Defence in South Australia. While Weapon Technicians have not yet been directly involved in these tasks, the future holds significant opportunities for our trade. With the rollout of the Sig Sauer F9 Sidearm Weapon System and the Land 300 suite, including a new combat shotgun, a multi-calibre personal defence weapon, and an advanced sniper system—there will be substantial maintenance training requirements that will rely on our expertise.

Importantly, Weapon Technicians will also form a critical part of the maintenance workforce for the AS9 and AS10 Self-Propelled Guns under Land Project 8116. This exciting development will expand our technical responsibilities and reinforce the vital role we play in supporting Army's combat capability.

Currently, our trade is in a strong position, with a 94% fill rate across trained roles and a separation rate of approximately 7%. These figures are encouraging, but there is always room for improvement. Retention remains a key priority, and I am committed to exploring initiatives that will keep our highly skilled tradespeople engaged and motivated. Your ideas and feedback are essential to this process.

If you have suggestions or techniques that could benefit Weapon Technicians across the Army, please reach out to me directly at christopher.gordon1@defence.gov.au. Together, we can ensure our trade continues to thrive and adapt to the evolving needs of the Army.

Master Artificer – ECN 222

WO1 Tim Costin



The Marine Technician (MT) ECN 222 trade career is sure to be a very rewarding but challenging path for at least the next few years as we develop the training progression plan, noting we're still confirming what systems the new fleet of Littoral craft will have. The first of these craft the MT trade will support is the Medium Landing Craft and then the Heavy Landing craft which are planned to come into service from late 2026 to 2032 under Project L8710, to support Army transitioning to Littoral Operations IAW the Defence Strategic Review (DSR).

Therefore, it's exciting times for the MT trade preparing for the future of Army watercraft maintenance. There have been six Marine Fitter Armourers trade transferred to MT and who've now completed the Newcastle TAFE Engineer Watchkeeper (International qualification for Australian registered vessels operating in international waters), and another group of six trade transfers are about to start in early 2026. There was also WO2 Shaw who spent the year training with the United States Maritime Intermodal Training Department (MITD) as a student on the US Army – Marine Engineering Officer, Warrant Officer Course.

I visited HMAS Cerberus in November, which we have a Memorandum of Understanding for the joint MT training with the Navy MT faculty, met the instructors, and chat with the Army IET MT trainees. I was pleasantly surprised to hear that we now have 22 currently training there, with more on their way after Kapooka. The HMAS Cerberus facilities are excellent, and the first Army MT class graduates in Feb 26.

As you can see in the photo (Right), the Army MTs have integrated well with the Navy and have achieved getting our RAEME flag in a very prominent spot for all Navy Trade Trainees to see the RAEME Esprit de Corps (well done team).

Smooth seas and clear skies.

Arte et Marte.



Master Artificer – ECN 226

WO1 Mick Wynd



Hello once again to my fellow Recovery Technicians and Corps members. It has been another busy year for us all. Continuing as your Master Artificer for ECN 226 Recovery Technician, I have been lucky enough to represent our trade and provide advice with input from other Recovery Technicians on trade related matters in current and future capabilities and practices.

Health of the ECN 226 Trade

ASEME has strived to provide training excellence of new Recovery Technicians. This has seen the School prepare 17 members for their OJE journey within the Bridges. There has also been one member selected to complete their OJE in Puckapunyal with supervision from SOArmd recovery elements. We will also have 10 more ready for Jun 2026.

Where we, as a trade, are feeling the hurt is in the CPL and LCPL ranks. Currently the trade is struggling to sustain/maintain these crucial ranks. The statistic from the Workforce Behaviour Report indicate that we are sitting at 50% CPL and 20% LCPL wearing the rank and fulfilling positions.

Future capability enhancements

The L121 Recovery FOV has rapidly approached the 10-year mark for some vehicles. This will see the CASG CA16 team looking at our recertification of the recovery hamper systems IAW OEM workshop manuals (watch this space).

Works are underway on a HRV 45M enhancement package that will see the introduction of a new MFC with independent joystick functions (liftmast 4) of each HZ090, rotator hour meter, removal of the boom actual load tare function (reading of 1.1 t constant), underlift hook load measurement (read hook weight).

We have seen the procurement of an additional six new M88A2 to enhance Army's capability. To date, this bring our fleet to 19 x M88A2s in various stages of ready, and the final four to arrive sometime in the near future (bringing them to 23 total).

St Eligius Trophy

This year has seen the second iteration of the St Eligius Trophy conducted at ASEME. Once again, we had one Recovery Technician representing each of the Brigades (1, 3 and 7 Brigades). These members were observed throughout doing a great job across the all corps activities providing support to their teammates. When they came across the 'trade stand', they all represented the trade to a good standard. Overall, it was a tight competition that saw 3 Brigade take the trophy home, congratulations to them all.

Once again, these events have highlighted the requirement for us all as Recovery Technicians to maintain currency in our foundation recovery skills. Some of you will remember the term 'brilliant at the basics' which will keep us adaptive and ready for when we are called upon in real-time situations.

Promotions

Congratulations to all those who received well-earned promotions within the trade. I wish you all the best with your new appointments/postings.

Finally, I wish you the best and would like to thank you all for your continuing efforts throughout the year. Please continue representing the Recovery Technicians Trade (within or out of trade) with your professionalism, and provide a much-needed capability to Army throughout 2026.

Arte' et Marte'

Master Artificer – ECN 229

WO1 Brian Vaughan



Trade Progression Through 2025

During 2025, the ECN 229 Vehicle Technician (VT) trade continued to grow and adapt to new technology and changing Army needs. The way we operate is becoming more complex, and our technicians are now working on vehicles that are more advanced, digital, and connected than ever before.

One of the biggest changes in 2025 was the introduction of new platforms under the Defence Strategic Review. These vehicles include advanced electronics, hybrid drive systems, and improved communication equipment. Because of this, technicians had to rely more on diagnostic tools, electronic fault finding systems, and computer based maintenance programs. While this helped find faults quicker, it also meant that technicians needed better technical knowledge and a stronger understanding of vehicle systems.

The introduction of High Mobility Artillery Rocket Systems (HIMARS) showed how important it is for different trades to work together. A combined ECN 229 and ECN 421 team was needed to provide full maintenance support. This type of teamwork is not new, but it will become more common in the future, especially as we prepare for more complex and contested environments.

Looking ahead, new trainees began entering the trade, bringing fresh energy into the workforce. VT remains the largest trade in Army, and ASEME continued to focus on training numbers, with around 310 VTs in the training system during 2025. Training a skilled technician takes time, so it is important to recognise the hard work of all staff involved in training and development.

The demand for qualified VTs continued to grow as both Army and Air Force expanded and updated their vehicle fleets. Keeping experienced technicians became even more important, especially as older platforms still require strong technical knowledge. To help with this, efforts were made to improve career

pathways, offer more flexible work options, and improve how training is delivered.

Another major change in 2025 was the rollout of Enterprise Resource Planning (ERP) across Defence. This system changed how maintenance is managed and recorded. The early stages, including the Brown Out - Black Out (BOBO) periods, were challenging for everyone. New processes, codes, and systems caused frustration across the workforce. However, personnel adapted well, and many EME members working within ERP continue to push for improvements to support the trade.

Teamwork and leadership remained strong throughout the year. NCOs and Warrant Officers played a key role in mentoring and guiding officers, helping them develop into capable leaders. It is important that officers continue to link high-level planning with what happens on the ground, ensuring the workforce can meet future demands. Professional Military Education also continues to support personal and career growth and should be used where possible.

Finally, I would like to recognise two outstanding Vehicle Technicians, CFN N (2025) and WO2 Corey Rocca (2026), who were both awarded the Conspicuous Service Medal. Their achievements reflect great credit on themselves, the trade, and the Corps. Well done.

Master Artificer – ECN 235

WO1 Grant O’Leary



The year 2025 has marked another period of significant transformation across Army structures and trades. One of the most notable milestones for RAEME was the successful go-live of the Enterprise Resource Planning (ERP) system. While this implementation has fundamentally changed the way we record, track, and report maintenance, the core principles of our work remain unchanged. There is still much to refine, but as our proficiency with the system grows, I am confident it will ultimately provide long-term benefits to the Corps and enhance the way we manage our trade.

St Eligius Trophy

This year marked the second running of the St Eligius Trophy, with the Master Artificer stand for ECN 235 challenging soldiers across a broad range of trade skills. The event once again proved highly valuable, testing participants from all Corps in time management, fault-finding, welding, and a variety of practical skills—with greater emphasis on hands-on application this year.

Looking ahead, we hope to see increased participation from even more trades, including our Aircraft and Marine Technician communities. Their

involvement would further broaden the competition’s technical diversity and showcase the full depth of skill across the Corps.

Trade Updates

Manning Overview

Overall, the trade is managing well; however, we are currently experiencing a significant shortfall at the SGT rank.

Current positions: 39
Filled: 22
Vacant: 17

All SGT APN positions remain unfilled, though four members are set to present to board soon. Additionally, one member will be presented for WO2. We wish all candidates the very best during this process.

ASEME ACW currently has nine members undertaking ECN 235 Materiel Technician Initial Trade Training (ITT), all of whom are ab-initio trainees. The ECN 235 pathway continues to grow in popularity as a career option within Army’s trained workforce, with Corps transfers now representing approximately 50% of our enrolled ECN235 students. Our most recent graduate, who arrived at ACW in February 2025, successfully completed their ITTs in just under 12 months and graduated in early February 2026. They are now posted to Townsville to undertake their On-the-Job Training (OJT).

Promotions and Acknowledgements

Congratulations to WO1 Todd Ryan on his promotion. We look forward to the impact he will continue to make within AFVPMO.

I would also like to extend my sincere thanks to WO1 William McAleese and WO1 Keith Brown for their outstanding service to both the Corps and our trade. Their dedication, expertise, and countless hours of work have been instrumental in sustaining the capability and relevance of our profession.

Master Artificer Role

This year marks my third year as the Master Artificer for the Material Technician trade, and the role continues to be immensely rewarding. Supporting the trade, guiding its development, and engaging with our skilled technicians remains a privilege. But all good things must come to an end, and we are looking for someone to continue fighting for the trade, so please review the CORP instructions of the Master Artificer and apply for the role through the HOC and RSM.

Looking Ahead

With the introduction of new fleets into Army, the role of the materiel technician will be tested as new repair procedures are developed. Working with our partners may present challenges, but I’m confident our technicians will step up to the task and meet the demands of the future.

Overall, it has been an eventful couple of years for the trade, and we are looking forward to continuing our progress in the coming years.

To all ECN 235s—if you have questions, concerns, or issues relating to the trade, please reach out. I cannot raise matters with the Corps unless I am aware of them. I am also more than happy to provide guidance or mentorship whenever needed.

Master Artificer – ECN 411

WO1 Michael Wright



Firstly I'd like to thank the outgoing MA for ECN 411 WO1 Peter Chambers. He has left a great legacy in the introduction of the Master Artificer Awards which add to the ways we can recognise the achievements of our soldiers. Thanks for all your efforts Pete.

The last 12 months have seen some very important changes in our workforce structure and remuneration.

The Defence Force Remuneration Tribunal (DFRT) inspection and hearing held in Townsville in 2025 offered a valuable opportunity to showcase the professionalism, technical mastery and operational impact of Army Aviation's workforce. During the visit, Tribunal Members observed first-hand the exceptional work value delivered daily by our soldiers who play a critical role in generating Aviation capability for the Integrated Force.

The opportunity to present our workforce to the DFRT clearly showed the deeply embedded culture of professionalism, safety, adaptability and teamwork that defines Army Aviation. The Tribunal acknowledged not only the high standards maintained on the flight line and in workshops, but also the leadership, mentoring and esprit de corps that continue to shape our capability edge.

Together, the DFRT inspection, the positive stakeholder endorsements, and the successful resolution of Matter 2 of 2025 represent significant milestones in Army Aviation's ongoing transformation. More importantly, they highlight the continued dedication, professionalism and technical excellence of the workforce.

The most significant outcome has been the formal establishment of the Aeroskills Specialist employment options, an initiative designed to meet the demands of increasingly complex military aviation technologies. Modern Army aircraft and aviation systems require a depth of technical

knowledge and continuous professional development far beyond traditional trade pathways.

The Aeroskills Specialist options were created to ensure that a dedicated portion of the workforce can cultivate this deep specialisation. These roles support the high end integration, fault diagnostics, advanced maintenance practices and technical stewardship essential to contemporary and future aviation capabilities.

This evolution represents more than a structural change; it is a strategic investment in people. It acknowledges that Army Aviation's technical workforce is foundational to capability generation, not merely in supporting aviation platforms, but in enabling mission readiness, airworthiness assurance and operational advantage.

November saw the Specialist Selection board sit for the first time to select the first group of Aeroskills Technician Specialists under this newly approved structure.

Looking ahead, our workforce will continue to face new demands and challenges. I encourage everyone to stay adaptable and look for opportunities to improve what we do, find efficiencies and keep driving Army Aviation forward.

Master Artificer – ECN 412

WO1 Scott Breen



Army Aviation is in a transitional period and 2025 was an experience. The tempo and growth within the capability continued at pace, and we experienced the introduction of new and exciting aircraft and capabilities, the development of support systems, and faced many other challenges as aviation maintainers. With determination, the avionics workforce embraced this and represented when it mattered.

2025 saw an uptick of boffin trainees at RAAF STT who are expected to trickle to the operational units in the near future and provide long-term relief for ECN 412 manning. Thanks to all those in technical training roles that enable our boffins to advance in trade and progress to units. I also acknowledge all the boffins posted to non-flying units such as military training roles and JEWOSU. You are often far away from a cockpit or rotor disc, but these opportunities are excellent to broaden our profiles and add experience whilst upskilling. I encourage boffins to search the gazette and if able to do so, take on one of these different challenges.

Possibly the most welcome news of recent times was the remuneration of aviation trades and a STEM pay rise for Army during the year, which means our boffins are getting paid for what they know and what they do. I congratulate all boffins achieving career milestones such as those promoted to become the newest trade supervisors, SGTs and artificers and good luck to those who accepted ASWOC. Lastly thanks to those for their service who separated and moved on for your contribution to our trade and identity.

I am proud to announce the recipients of the Master Artificer Unit Tradesman of the Year Awards for 2025 are:

- 1 AVN REGT – SGT Ralph Flanagan
- 5 AVN REGT - CFN Ronin Sain
- 6 AVN REGT – CPL Aaron Stannard
- 20 REGT – LCPL Karl Wallis
- RAMS - SGT Ross Hunter

It is worthy to recognise avionics technicians in leadership positions supporting Army Aviation across the last 12 months. Boffins accounted for a disproportionate amount of key spots such as Kent Herrmann as 16 AVN BDE ASM, Tony Jenner as the Career Manager at DSCM-A, and the Regiment ASMs; Dave Bowden at 1 AVN REGT, Alex Hortle at 5 AVN REGT, and myself at 20 REGT, RAA.

As the Master Artificer ECN 412, I would like to thank all boffins for their continued hard work and dedication to trade. I emphasise that the future of Army Aviation is bright and opportunities to advance and learn exist. I am sure you will continue to deliver in 2026 and beyond.

Arte' et Marte'

Master Artificer – ECN 418

WO1 Jamie Redman



What an outstanding year this has been for our tradespeople. It has been exceptionally busy across Army with preparations for Talisman Sabre and continued support to domestic, regional and global demands. The ability of the 418 trades to sustain power generation, refrigeration and air conditioning in harsh and complex environments never ceases to impress. With significant new capability rolling out across Defence with the expectation for power supply and integrated with a power supply, the demand for Energy Technician expertise will only increase.

This year also provided the opportunity to engage with my New Zealand counterpart to compare trade structures and maintenance capabilities. The NZ Electrical Fitter delivers capability closely aligned with our Energy Technician trade, maintaining single- and three-phase power generation equipment and, with further training, servicing larger generation systems as well as refrigeration and air-conditioning equipment. Given these parallels, there is clear potential for deeper international collaboration between our trades.

As of mid-November 2025 the ECN 481 Energy Technician workforce remains relatively strong, with an overall fill rate of 68% across Army for CFN–SGT ranks.

- 19 members on OJT
- 155 members within units - including All Corps and training establishments
- 139 members within units - excluding All Corps and training establishments

Note: These figures reflect the trained force only.

After many delays, progress on JP8140 is finally becoming visible, with new Medium Power Generation System (MPGS) assets now coming off the production line. All MPGS variants—8.0, 16.0 and 30.0 kVA generators, the Medium Paralleling Box, and the 700-L Transportable Fuel Cell—have entered production. Additionally, introduction-into-service training commenced at 7 CSSB, with operator and maintainer courses running through late 2025 and into early 2026. The LFG1800 DC power generation assets are close behind, with Functional Acceptance Testing nearing completion and the production baseline being finalised. These are expected to begin rolling out in early 2026.

Meanwhile, the 2.5 kVA replacement generator - LFG3500 has encountered delays due to challenges meeting

product requirements. Whilst the delays are disappointing, it is recognised that this platform will be critically important in a forward, dislocated environment; meeting the set requirements will deliver an enhanced power generation platform to support tactical power requirements.

There has also been increased interest in Tactical Power Systems incorporating battery and inverter technology to extend silent-watch endurance for platforms. Army is considering trials to better understand this capability and its limitations to better enhance requirements before a formal approach to the market. Supporting this initiative, Army units are already developing their own products and using off the shelf assets for localised trial to meet similar capability requirements, there is growing demand for this capability in Army, watch this space.

Air Force 60 kVA – Opportunity

Air Force have recently procured a small qty of Genelite 60 kVA generators provided by Leidos based upon the generator supporting the COLPRO decontamination system to supplement increasing demand for power. This new generator may provide opportunity for Army as an interim platform to support the existing 60kVA Cummins generators already in service. Introducing new functionality, this asset provides the ability to set parameters for auto start



and stop with the generators monitoring load demand across the grid.

St Eligius Trophy 2025

It was a privilege to observe RAEME soldiers and officers participating in this year's St Eligius Trophy — only the second time the event has been held. Competitors were tested across a broad spectrum of activities combining physical endurance, general military skills and demanding technical tasks. The trade component required rapid fault-finding and BDAR under tight time constraints, made even more challenging following a strenuous early-morning event.

Participants from trades across the three BDEs demonstrated exceptional character, resilience and professionalism, embodying the values of RAEME. I anticipate even greater interest in EC26, which promises to be larger, more competitive and an excellent opportunity to identify the “best” RAEME section from across the brigades.

As we move forward into 2026 I hope you all have a great Christmas break with your family and friends and are recharged ready to meet the challenges of the new year. Stay ready, keep learning and take the advantage in every situation.

Arte et Marte



Master Artificer (Outgoing) – ECN 421

WO1 Benjamin Munro



This past year has been one of continued pressure, steady progress, and genuine pride within the ECN 421 community. As I conclude my tenure, I offer this as both a reflection and an acknowledgement of the remarkable technicians who continue to carry our trade through a demanding period.

Next Master Artificer

I would like to begin by congratulating WO1 Cheyne Truelove on his selection and appointment as the next Master Artificer for ECN 421. Cheyne has been a long-standing advocate for all Corps members, regardless of rank or trade and I am certain that his passion will continue in this role. His selection is particularly noteworthy given the strong interest in the role and the high-calibre of applicants. This inspires confidence



that we can expect strong leadership from this role for years to come.

Promotions

Congratulations to the following members on their promotions:

WO1

WO2 Cheyne Truelove
WO2 Andrew Makin
WO2 David Raey
WO2 Jason Jelf

SGT

SGT Jack Peters
CPL Paul Birchell
CPL Jack McLean

Congratulations also to all those promoted to LCPL and CPL during the year. Each promotion represents both professional achievement and the increased responsibility of guiding our technicians through a period of sustained workforce strain. Good luck in your next appointment and all future postings.

The Ongoing Workforce Challenge

In the 12 months since I last wrote, little has changed regarding the workforce issue facing our trade. At the time of writing, the current fill-rate within 1st (AS) Division is 50%, effectively meaning that each boffin is doing the work of two. This trend will change over the coming years as the numbers of trainees commencing at EESW increases, but the reality is that units continue to sustain capability through persistence, innovation, and professionalism, maintaining the large volume of equipment currently in-service, or being introduced. This ongoing challenge requires leadership at every level to remain focused on contributing to retention, skill mastery, and mentoring of our few boffins.

St Eligius Trophy

Three outstanding boffins attended the St Eligius Trophy at Latchford Barracks, representing their brigade and their unit. The competition tested each participant's all-corps, corps and

trade skills. The trade skills stand for boffins comprised both a theoretical and practical component, with a short written test of basic electronic theory, followed by the requirement to diagnose and repair a simple fault on non-military equipment. Tests such as this are pertinent as we prepare ourselves to fight tonight, and fight tomorrow. It served as a reminder not only the competitors, but for all of us that it is our own responsibility to maintain our core trade knowledge and skills in order to maintain our preparedness.

Congratulations to the three boffins who competed, some of whom did so with little warning, and congratulations particularly to 3rd Brigade who were the eventual winners.

Conclusion

Finally, thank you for allowing me the privilege of representing Army's Electronics Technicians for the past three years; this has been one of the most rewarding roles I have held during my career. Engaging with technicians at units across the country, on promotion course, or at march-out parades has been an honour. The professionalism and pride displayed by our boffins in particular, from trade school to senior appointments, demonstrates a trade that remains resilient, capable, and committed despite obvious challenges. Thank you to all of the Master Artificers I have been fortunate to work with, and the devoted team within the Head of Corps Cell who continue to strive to do their best for the development of our corps.

Master Artificer (Incoming) – ECN 421

WO1 Cheyne Truelove



I am deeply honoured to assume the role of Master Artificer for ECN 421. I am humbled by this appointment and fully aware of the responsibility it carries. I look forward to representing our trade and our Corps as we prepare for the future.

On behalf of all Electronics Technicians, I wish to acknowledge WO1 Ben Munro on his appointment as ASM–Army, and to recognise his outstanding leadership, dedication, and contribution to both our trade and the Corps throughout his tenure as MA 421. Your efforts have set a high standard for us all to follow and have strengthened the Boffin mafia, ensuring we remain a critical enabler to the force.

My guiding vision as MA 421 is clear: to enable a 421 workforce that is effectively staffed, properly equipped, and ready to deliver the technical effects required to sustain combat operations, wherever and whenever our nation may call upon us.

I am acutely aware of many, though certainly not all, of the current challenges and constraints that stand in the way of achieving this. I welcome, and will absolutely need, your thoughts, concerns, ideas, and recommendations on how we can collectively enable and sustain our organisation against the challenges confronting us.

Our trade is currently listed as a critical trade, and I recognise the pressures this places on those who are carrying responsibilities without the staffing they require. But it is not all doom and gloom! We are seeing a positive uplift in members progressing through the training pipeline, and these junior ranks will soon begin to relieve some of the strain.

I genuinely believe this is the most exciting period, certainly in my own career, to be a Boffin. ECN 421 is a fundamental input to aligning the force to the National Defence Strategy (NDS) through major capital programs including NASAMS, HIMARS, AS9/10,

JP2060, Littoral, and select SO capabilities. These projects offer not only the opportunity to apply deep technical expertise, but also to lead components of capability development at a scale rarely seen before.

I encourage anyone considering voluntary transition out of the trade or the organisation to contact me directly. If there is a way I can assist you to stay, I will gladly do so. Additionally, I will personally offer a well earned seafood meal to anyone who brings a new member into the 421 workforce, whether through recruitment or trade transfer. These offers are not cries for help; far from it. I firmly believe that the role of the 421 is more important now than ever, and that it offers some of the most rewarding and meaningful opportunities in the technical trade stream.

I look forward to engaging with you all and to honouring the opportunity to advocate for, support, and represent our people. I am currently serving as the Artificer Sergeant Major of the 2nd Brigade, located at Victoria Barracks, Paddington NSW. If you are in the area or passing through, please reach out. For those further afield, I welcome contact from anyone regarding trade or Corps matters. Your insights, questions, and perspectives are valued, and I remain fully committed to supporting our people.

Arte et Marte.

Message from the Editor

WO1 Dave Clarke



Welcome to the 2025 edition of The Craftsman. As in previous years, this publication serves as a record of the Corps' history. Just this week I saw a query on Facebook asking about a Drumhead Service conducted at the Australian War Memorial in 1992; a number of people recommended that they go back to The Craftsman for information on it. Thank you to all contributors for helping document your time in the Corps. I also encourage those submitting to Association newsletters to consider contributing to The Craftsman.

While submissions were fewer this year, the quality and scope remain strong, particularly in relation to the changes being introduced as a result of the Defence Strategic Review. I am confident this edition contains content of interest to all readers.

I find that editing the articles provides me with a valuable insight into developments across units and the Army's broader direction.

This edition includes articles on the raising of 16 Aviation Support Battalion; developments within 10 'Fires' Brigade and the maritime domain; WO1 Marc Craigie's secondment to BHP; CAPT Will Harris's reflections on Ex Long Look; a piece on AI; and WO2 Jesse Sutherland's fundraising efforts.

The HOC Cell and Corps Master Artificers have all been highly active in supporting members, including running the second iteration of the St Eligius Trophy Competition and Corps Conference -Light, both are covered in this edition.

Operational content includes Operation Kudu and support to Ukraine, highlighting innovative maintenance practices and implications for future doctrine, as well as 7 CSSB's involvement in Coral Sustainer (CS) Block One in Fiji.

Although fewer in number, Unit Jottings remain informative and engaging.

Congratulations to all Corps Award recipients. Members are encouraged to submit photos, captions and brief summaries to the RAEME HOC Cell for future editions.

Compiling the Vale list remains challenging. This year, RAQ President Mr Peter Matthews assisted by providing the Vale list using RAQ Assn Vale notices, which is far more comprehensive than the Corps had. My thanks to him, and apologies for any omissions.

For the 2026 edition, please include images in your article and submit them separately, clearly labelled and captioned.

Due to financial constraints, print distribution has been reduced; however, efforts continue to maximise delivery to brigades and formations. All editions are also available electronically via the RAEME and RAEME Association websites.

My thanks to Brigade and Formation ASMs for supporting submissions and distribution.

After nearly 15 years as editor, I will conclude following the 2026 edition. Those interested in the role are encouraged to come forward; as a handover period is preferred. The position is suited to a SERCAT 3 or 5 member and typically requires 40–50 ARTD annually.

I hope you enjoy the 2025 edition of The Craftsman.

Arte et Marte

ARTICLES

2025 RAEME Corps Conference – Light – Latchford Barracks - Bonegilla



/ HOC BRIG Follett presenting two of the new MA WO1 Chris Gordon ECN 146, & WO1 Cheyne Truelove 421 their certificates and accoutrements.



Battle Field Study Tour (beginning with Kokoda). This was widely accepted by the voting members within the HOC team, with the intent for 2027 to be the first tour undertaken. Scott very generously offered to build a grant into the award, which sees the cost to the Corps dramatically reduced, therefore seeing it become a long term initiative.

The HOC then presented the two of the new Master Artificers (MA) WO1 Chris Gordon ECN 146, & WO1 Cheyne Truelove 421 their MA appointment certificates and MA and accoutrements. Unfortunately, WO1 Michael Wright couldn't attend the CCL but was announced as the new MA 411

The outgoing MAs (WO1 Nolan / WO1 Munro / WO1 Chambers) were thanked and acknowledged for their dedication and tireless (often-thankless) efforts over the last few years.

Changes to the Corps awards were ratified, the Corps will now recognise members performing roles at the correct rank in their roles throughout the year (not as a Student of Merit), the Corps Instruction has been rewritten and submitted for staff review prior to HOC signature and release (expected Feb 26).

ASM-L (WO1 Jim Beaman) discussed the need for us as a Corps to review our maintenance doctrine and how it aligns within the LDSS. Our Maintenance Doctrine was last reviewed and released in 2009 (under Plan Beersheba (no longer a thing)), with the RAEME Commanders Handbook being released in 2015. All members attending the conference agreed this needs to be rectified ASAP and that a working group needs to be setup IOT provide adequate and reliable information to the group IOT make sure we get it right.

MAJ Penny Neilson (SO2 ECM-G and Trg Maint) presented on the statistics of the Corps ECNs, training liability and where/how we need to be prepared for the implications of the Defence Force

The Corps Conference – Light (CC-L); was held on 20 Nov at Latchford Barracks (LB), Bonegilla. Corps Conference – Light are held biennially and are restricted to Head of Corps members and invited guests to discuss current corps issues and the theme for the next Corps Conference – Heavy (CC-H).

The conference was scheduled to follow the second running of the St Eligius Trophy. This gave the HOC BRIG Gabrielle Follett the opportunity to present the Trophy to 3rd Brigade at a BBQ on the 19th.

The conference started off with a power outage requiring it to move from the Max Holt Theatre at LB to the Army Logistic Sergeants Mess (ALSM) Annex.

The opening presentation was delivered by guest speaker Mr Scott Layton (BHP – Training Officer); he spoke eloquently on the similarities between the ADF and BHP in relation to training simplification (not over training), behaviours and initiatives.

This was followed by Mr Scott Babington presenting a concept for Corps Award Recipients to be recognised with a



/ CC-L Head Dining In Night Head Table.



/ CC-L Dining In Night ALSM Annex LB.

Reviews intent, the training system and what hollowness may actually look like in the future.

DHOC-L LTCOL Hans Hamilton presented on Battlefield Damage and Repair (BDAR) (expanding on 2024 Corps Conference concept) with a fresh take on what will BDAR look like in the near future, what lessons can we take away from the war in Europe and other closer regions and how will this affect the current ECNs (multi trade was discussed).

This sets the corps up nicely for the Corps Conference – Heavy next year, where we should be deciding on our doctrine and policy and how we as a Corps wish to present ourselves to AHQ for a technical and engineering point of view.



/ MAJ Howells being presented his Recognition of Service Parchment from the HOC and Gift from the Corps RSM.



The CC-L concluded with a dining in night held in the ALSM Annex at LB. A good night was had by all who attended. Farewells have been brought back at the Corps Conference Dinners, this year it was with joy and some sadness that we farewelled the following members after long careers:

MAJ Steve Howells;
WO1 Paul Kitching (delivered a fabulous farewell speech);
WO1 William McAleese;
WO1 Randall Langdon;
WO2 Wayne Robinson; and
WO2 Greg Jones.



/ HOC presenting WO1 Kitching, WO1 McAleese, WO1 Langdon and WO2 Jones their Recognition of Service Parchments.

Saint Eligius Trophy 2025



Now in its second year, the St Eligius Trophy has already become RAEME's flagship professional competition. It is becoming a cornerstone of Corps identity that:

- reinforces technical mastery
- provides a benchmark of excellence
- promotes esprit-de-corps, and
- challenges members of our Corps.

While still maturing, the 2025 iteration demonstrated genuine growth in complexity, competitiveness, and Corps wide engagement.

Teams from 1st, 3rd, and 7th Brigades again competed, with each team comprising representatives from every ground trade and a junior officer. The activities, which included a pre-dawn route march, obstacle course, range activity, first aid task, recovery serials, and trade assessments, tested a breadth of skills rarely brought together in a single event.

The trade assessments challenged competitors to demonstrate foundational trade knowledge, applied technical skills, and problem solving under stress.

As with last year, this highlighted the impressive ability of technicians to adapt when required. The competition reinforced that technicians must retain the ability to diagnose, think critically, and innovate, even as modern systems become increasingly automated; we must remain brilliant at the basics.

Congratulations to 3rd Brigade, who edged out the competition to take victory this year. Particular recognition goes to LT Zach Johnson, recipient of the Outstanding Individual Award for his exceptional performance.

Input from competitors and senior Corps members will continue shaping the competition, with plans to include all trades, additional brigades, and tougher assessments. Longer term aspirations include expanding to a multi day format and creating pathways to international competitions. The momentum behind the St Eligius Trophy is unmistakable. It is now an event that RAEME soldiers can aspire to attend, and one that will only grow in prestige and challenge in years to come.





/ HOC presenting the 3 Brigade Team with the St Eligius Trophy and LT Zach Johnson the Outstanding Individual Award.

16 Aviation Support Battalion

– Raising Endurance



/ 16 ASB Unit Emblem.

The establishment of the 16th Aviation Support Battalion (16 ASB) in Townsville and Oakey represents a significant shift towards centralised Army Aviation support within the ADF. Endurance, the Battalion motto, is the ability to maintain operational effectiveness for the duration required to achieve the mission. In an era when operational reach increasingly depends on what flies, the Army's ability to sustain aviation at scale has become a factor of national defence. Raising a dedicated Aviation Support Battalion isn't simply a structural change—it's a strategic leap, one designed to force generate enabling capabilities towards combat aviation operations.

Army Aviation is currently undergoing a period of significant modernisation. This is largely characterised by the delivery of UH-60M Blackhawk and AH-64E Apache helicopters, but also includes the growth of the CH-47F Chinook fleet and Uncrewed Aerial Systems (UAS). Collectively this represents a significant uplift in Army Aviation capacity that required consideration of the challenge facing aviation support. 16 ASB, raised in 2025, has three discrete sub-units spanning deeper aviation maintenance, aviation rearming and refuelling and land logistics support.

Spanning the Oakey and Townsville area in support of UH-60M, AH-64E and CH-47F operations 16 ASB is comprised of Australian Army, Royal Australian Air Force, Australian Public Service, Defence Industry and foreign technician personnel. With a focus on the total



/ AH-64E and CH-47F.

workforce system there is a growing part time capability that 16 ASB is seeking to support through flexible part time options, not limited to a single Service.

16 ASB will drive improvements in military rotary wing Maintenance, Repair, Overhaul and Upgrade (MRO&U), supply chain management, and Combat Service Support (CSS) to an aviation dependency.

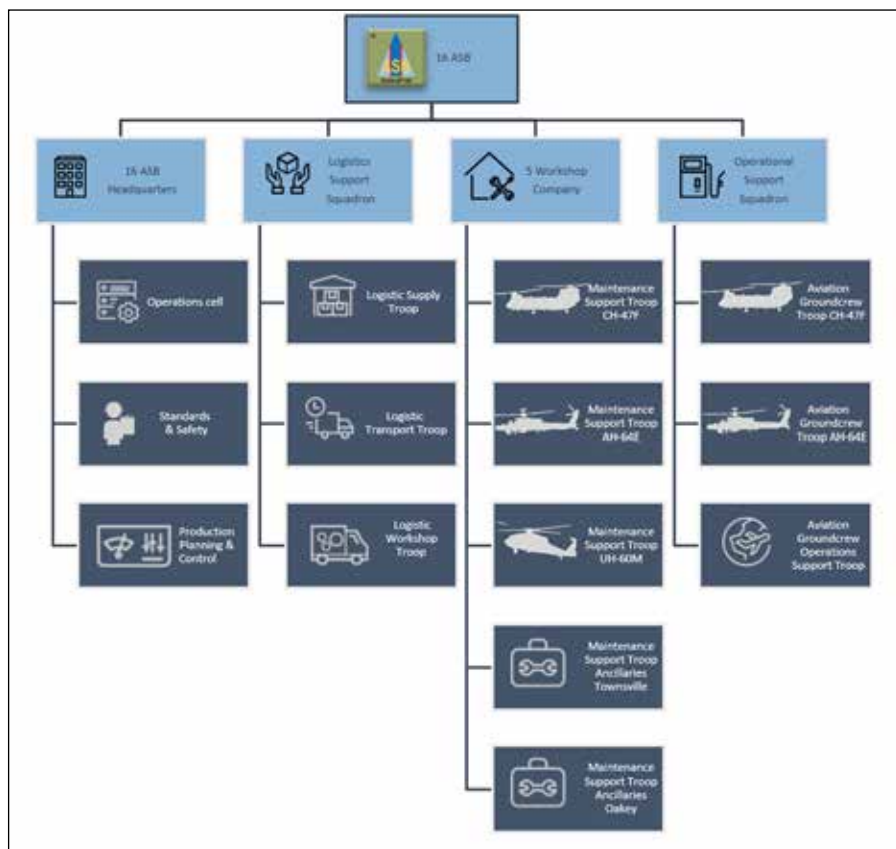
The challenge facing the Aviation Maintenance Capability

Realising the full potential and benefits of 16 ASB is going to rely on a mindset shift across the entirety of the Army Aviation community, away from the long-standing;

The 1st Aviation Regiment (1 AVN REGT) and 5th Aviation Regiment (5 AVN REGT) command the 'Operational



/ 3 x UH-60M and LMA technician.



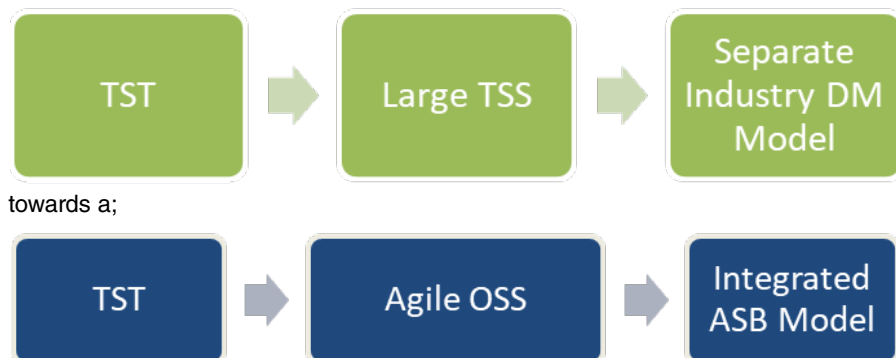
Our History

The 9th Advanced Ordnance Workshop was raised in July 1942 at Bushmead, Western Australia. In February 1944, it merged with the 5th Tank Workshop Company and the 4th Ordnance Tank Depot Workshop Section to become the 5th Australian Base Workshop. By January 1945, with troop numbers in the region decreasing, the unit was scaled back and renamed the 5th Australian Advanced Workshop. The unit continued to operate in Nungarin, West Australia until the end of the war.

In 1972, at the conclusion of the Vietnam War, the 1 AVN REGT Workshop was re-organised as the 5th Base Workshop Battalion (5 WKSP BN) and moved to Oakey in 1973. In 1989, 5 WKSP BN was redesignated as the Oakey Workshop Battalion, and again in 1993 as the Oakey Logistic Battalion. Three years later it was renamed the Aviation Support Group Workshop (ASGW). Over the next two decades the workshop provided operational level support to the School of Army Aviation (SAA) and deeper level maintenance to Army Aviation fleets. ASGW was officially closed in 2007 and outsourced commercial support for maintenance and training was introduced.

In 2025 the 5 WKSP COY and Aviation Ground crew Operational Support Squadron were raised as part of the 16 ASB, a Direct Command Unit of 16 Aviation Brigade. The Logistic Support Squadron's of

1 and 5 AVN REGT were amalgamated and re-raised within 16 ASB. Together all three sub units enable 1 AVN REGT, 5 AVN REGT and SAA with a BPT task to support 6 AVN REGT and 20 REGT. 16 ASB's culture and service ethos is drawn from the best parts of our history and we acknowledge the giants who have gone before us.



Support Squadrons' (OSS) which provide an agile platform focused flight line and commensurate line servicing capability. Commanding the TST's the AVN REGT OSS also maintains a readiness posture and tactical focus. The AVN REGT OSS's are comprised of TSS elements that were not amalgamated into 16 ASB. The Integrated 16 ASB Model has raised the 5th Base Workshop Company (5 WKSP COY), operating at depth and centralising specialist capabilities. The depth in maintenance capability will ensure sustainability across near peer conflict and training alike.

Within 16 ASB also resides an integrated fleet planning cell, which schedules all deeper maintenance and upgrade modifications of Army's

battlefield helicopters. Critically, the cell factors operational requirements seeking to maximise current availability and future assurance. 16 ASB's deeper aviation maintenance focus will establish a long term, stable and predictable 'production line' of MRO&U. Initiatives to compliment maintenance planning also include the integration and authorisation of RAAF, foreign partner and reserve technicians to a greater extent than in the past. This inclusive team will be collectively responsive as a single entity to the Commander's Main Effort. The tactical and operational agility in deployed operations will be generated by force assigning task organised specialist capabilities to the Aviation Task Unit or Group.



/ 16 ASB admin parade overseen by the BDA team.



/ 16 ASB Soldiers and Officers following the 16 Aviation Brigade 2025 parade.

Army Aviation has a strong history and relationship with Defence Industry, with our platform prime partners being Airbus Australia Pacific, Boeing Defence Australia and Lockheed Martin Australia.

Our Identity

The Emblem representing 16 ASB is the Australian Boobook Owl. Designed in unit, and selected by vote the emblem represents the smallest owl within the mainland of Australia, found predominately within the tropical areas of northern Queensland, it has a dark brown plumage with prominent pale spots and grey-green or yellow-green eyes. The wreath is of green foliage, embedded with the flowers of the Cooktown orchid. The orchid was proclaimed as the floral emblem of Queensland in 1959. The motto "Endurance" has been selected to best represent the battalion's ability to support 16 AVN BDE operations without giving way. A single word motto continues the lineage of other Aviation units within 16 AVN BDE.

The Aviation Support Battalion exemplifies the idea that people are our greatest capability, bringing together a uniquely integrated workforce of Army Soldiers and Officers, RAAF Aviators, Defence Industry technicians and supply chain specialists, APS personnel, and highly skilled foreign technicians. The battalion is further strengthened by the valuable contribution of Army and Air Force reservists, whose experience, adaptability, and commitment enhance both surge capacity and day to day operations. 16 ASB is seeking to connect to the Total Workforce in a way that strengthens the ecosystem supporting defence capability. We are adding lanes to the bridge between those who serve, and those who have served.

The mission starts in the Service Bay, the Fuel Yard and in the Warehouse. This year we will work and train hard. However, hard training doesn't need to be miserable nor do our responsibilities preclude celebrating a job well done. A key focus of the Battalion is in lived experience, part of this is improving our ability to prioritise, plan and communicate, and part of it is to connect with each other, and show how our work has meaning. We concluded 2025 with a hangar party, a cold beer and an invite to anyone that is interested in returning.

Conclusion

As the 16th Aviation Support Battalion begins its journey, it carries forward a proud heritage while embracing a future defined by purpose, modernisation and integration. The battalion stands as the cornerstone of Army Aviation, an organisation designed to safely sustain the nation's expanding aviation capability and to enable combat power wherever it is required. Its success will be measured not only in aircraft generated or missions enabled, but in the strength of its people and the unity of its workforce. With a clear mission, a shared identity, and a commitment to safely support those who fly to fight, 16 ASB is poised to become a vital and enduring pillar of Australia's aviation warfighting capability.

About the Author: LTCOL Porada contributed to the design of the Aviation Support Battalion and was fortunate to be selected to raise and Command 16 ASB. As the inaugural CO, LTCOL Porada is keen to increase awareness and understanding of 16 ASB as part of Army Aviation's modernising capability.

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/ 16 ASB emblem and motto voting.



/ 16 ASB intro to battle PT.



/ 16 ASB End of Year partners function with 1 RAR Band.

The Formation of the 5th Aviation Regiment's Operational Support Squadron



/ OSS soldiers prepare a CH-47F Chinook helicopter from 5th Aviation Regiment to depart Townsville in March 2025 and fly south to assist the ADF support to Ex-Tropical Cyclone Alfred.

Introduction

As Army Aviation modernises with platforms like the UH-60M Black Hawk and AH-64E Apache, its sustainment model has evolved to meet the demands of high-readiness for CH-47F operations.

Central to this transformation is the establishment of the 16th Aviation Support Battalion (16 ASB) and the Operational Support Squadron (OSS) within 5th Aviation Regiment (5 AVN REGT) — a partnership designed to deliver scalable, agile, and integrated support to rotary-wing operations.

Centralised Sustainment: 16 ASB

16 ASB consolidates aviation support functions — maintenance, refueling, rearming, and logistics — previously distributed across aviation regiments. This centralisation enables aviation regiments to focus on flying and operational planning, while 16 ASB provides depth in maintenance and

sustainment. Importantly, 16 ASB retains the ability to reinforce 5 AVN REGT's maintenance operations during periods of sustained operational tempo, ensuring continuity of support across multiple mission sets. OSS operates in close synchronisation with 16 ASB, delivering line maintenance and tactical support for CH-47F operations.

OSS: Tactical Agility and Operational Reach

Currently, OSS delivers line maintenance for the CH-47F Chinook fleet via a Technical Support Troop (TST), an Electrical and Mechanical Engineering Operations (EMEOPS) Cell, and an O4-led headquarters. It currently supports CH-47F operations in Townsville with the ability to sustain independent nodes, enabling concurrent support to multiple mission sets and readiness cycles.

This developing model was validated during Exercise Talisman Sabre 2025, where:

- OSS generated an O4-led Task Unit to support maintenance for the Aviation Task Group
- Forward Repair Teams (FRTs) and a command element deployed to Shoalwater Bay
- Simultaneously, additional FRTs and a command element supported operations in Townsville Field Training Area (TFTA)

This dual-location deployment showcased OSS's agility, resilience, and capacity to maintain operational tempo across geographically separated nodes — all while remaining tightly integrated with 16 ASB's depth in maintenance and logistics capabilities.

In early 2025, OSS demonstrated its ability to rapidly generate and sustain CH-47F rotary-wing operations during the North Queensland Flood response, including recovery efforts in Ingham.

Support to TC Alfred

During Tropical Cyclone Alfred in 2025, OSS once again displayed its operational responsiveness and flexibility. Rapidly generating CH-47F support elements, OSS deployed Forward Repair Teams and logistics support to assist in aerial resupply, evacuation, and infrastructure recovery operations across affected regions in South-East Queensland. This deployment highlighted OSS's ability to integrate with emergency response frameworks while maintaining aviation readiness. The coordination with 16 ASB ensured a depth in maintenance and sustainment support were available throughout the operation, reinforcing the value of centralised support during high-tempo contingencies.



/ The OSS emblem features a winged wild boar inspired by Chrysaor — symbolising airborne strength, technical strength, and aviation integration.

Symbolism and Identity: The Emblem of OSS

To reflect its emerging role and ethos, OSS has adopted a bold new emblem inspired by Chrysaor, a figure from Greek mythology who embodies strength, resilience, and the ability to rise from adversity. Born from the blood of Medusa alongside Pegasus, Chrysaor is a symbol of determination and grounded power, complementing Pegasus's airborne grace. This duality reflects OSS's unique position: technically fierce, tactically agile, and deeply integrated into Army Aviation's operational fabric.

At the heart of the emblem is a winged wild boar, airborne and forward-charging, with red eyes and prominent

tusks that convey vigilance and readiness. The wings are spread wide, symbolising OSS's aviation integration and its capacity to project support across distributed operations. The boar's posture — mid-flight and facing forward — reinforces the squadron's forward-leaning posture and operational momentum.

Beneath the central figure, a scroll bears the adapted Latin motto "Arte et Volantes" ("By Skill and Flying"), honoring RAEME heritage while reflecting OSS's aviation-specific mission. The emblem is framed in Desert Sage, a colour chosen to represent the squadron's enduring connection to CH-47F maintenance and its grounded, reliable capability.

Together, these elements form a bold identity — one that reflects OSS's commitment to excellence, adaptability, and its role in supporting Army Aviation's largest expansion in decades.

Looking Ahead

OSS is set to expand its capability by establishing a TST in Oakey, enabling direct support to 5 AVN REGT B SQN's future UH-60M Black Hawk operations. This growth will further enhance OSS's ability to deliver responsive, distributed support across Army Aviation's operational footprint.

Looking ahead, 5 AVN REGT is preparing to embark CH 47F Chinook capabilities in 2026, a milestone

that will drive a significant shift in sustainment priorities and maintenance requirements. Embarked operations will place greater emphasis on aircraft reliability, configuration control, corrosion management, supply chain responsiveness, and the ability to sustain maintenance in constrained and maritime influenced environments. This transition will require OSS and 16 ASB to adapt maintenance practices, workforce structures, and logistics planning to support prolonged operations from Navy's platforms to support the integrated force. The existing centralised sustainment model, combined with OSS's ability to generate agile, self-contained support nodes, positions Army Aviation to meet these emerging demands while maintaining high readiness and operational tempo.

The 5 AVN REGT OSS – 16 ASB partnership marks a deliberate shift in Army Aviation sustainment — from fragmented support to a cohesive, integrated model capable of supporting high-readiness operations both at home and abroad. With a new identity forged in myth and proven in action, OSS is poised to be a cornerstone of Army Aviation's future.

BHP Secondment

WO1 Marc Craigie

Background of the Secondment

In February 2024, the Australian Army and BHP formalised a renewed strategic partnership through a Memorandum of Understanding (MOU), reinforcing a shared commitment to advancing Australia's national interests. This collaboration leverages the complementary strengths of two enduring institutions to foster innovation, capability development, and cultural exchange in an increasingly complex operating environment.

The partnership, established in 2019, is guided by three strategic outcomes:

- 1. Building People Capability -** Developing skills across the employee lifecycle through leadership programs, training design, and talent sharing.
- 2. Innovating for the Future -** Addressing capability gaps and harnessing emerging technologies, autonomous systems, and data assurance.
- 3. Shaping a Strong and Diverse Culture -** Promoting diversity of thought and strengthening stewardship within both organisations.

Secondments are a key mechanism for achieving these objectives, providing Army personnel with exposure to contemporary industry practices and to enable BHP to benefit from the unique skills and perspectives developed through military service.

The objectives of the secondment were aligned with the strategic outcomes outlined above:

- 1. Capability Development -** Enhance professional skills through immersion in BHP's operational environment, focusing on leadership, organisational learning, and risk management.
- 2. Knowledge Exchange -** Facilitate the transfer of expertise between Army and BHP, particularly in areas such as safety culture, resilience, and operational planning.

3. Innovation and Adaptation -

Identify opportunities to apply Army methodologies to BHP's challenges and explore emerging technologies relevant to both organisations.

- 4. Cultural Integration -** Contribute to shaping a strong and diverse organisational culture by fostering mutual understanding and collaboration between Army and BHP professionals.

These objectives were not only intended to deliver tangible benefits to both organisations but also to strengthen national resilience by building a workforce capable of operating across sectors in times of need.

Scope of the Secondment

The secondment commenced on 20 January 2025 with placement in BHP's Operational Learning and Future Skills team. My designated role was Principal – Learning Projects, reporting to the Manager Operational Learning and working closely with the Principal – Future Skills. This team operates within BHP's corporate structure to design and deliver capability-building initiatives across global assets, aligning workforce development with emerging technologies and operational excellence.

The scope of my responsibilities included:

- 1. Learning Strategy and Program Development -** Providing technical expertise in the design and implementation of culture and capability learning programs, products, and systems across BHP.
- 2. Future Skills Planning -** Conducting research and analysis to anticipate workforce requirements driven by technological change, including the transition to Battery Electric Vehicles (BEVs) and decarbonisation initiatives.
- 3. Stakeholder Engagement -** Collaborating with internal teams in Australia and Canada, as well as external partners such as Carlton Trail College, to inform training feasibility studies and workforce planning.

4. Cross-Sector Knowledge

Exchange - Participating in professional development activities and site visits to benchmark best practices in operational learning, maintenance excellence, and innovation.

The secondment was structured to provide exposure to BHP's learning ecosystem, including its Future Fit Academies, Integrated Remote Operations Centre (IROC), and Maintenance and Engineering Centre of Excellence (MECoE). These engagements offered insights into how BHP integrates technology, safety, and workforce capability to maintain operational resilience.

For context, the placement occurred during a period of significant transformation within BHP, as the organisation pursued decarbonisation goals and prepared its workforce for emerging technologies. This environment provided a unique opportunity to assess Army's approach to capability development with industry practices, particularly in areas such as skills mapping, gender diversity initiatives, and innovation in technical trades.

Key Activities and Achievements

During the secondment, I undertook a diverse portfolio of projects and engagements that aligned with the strategic outcomes of the Army-BHP partnership. These activities contributed to workforce capability development, innovation, and cultural integration across both organisations.

Workforce Capability and Learning Initiatives

- Potash Academy Electrical Trade Analysis -** Conducted a feasibility study into electrical trade training within the Canadian Apprenticeship system, assessing its applicability for BHP's Potash Academy. The analysis informed decision-making on future training needs and provided a foundation for a potential Training Needs Analysis (TNA).

- **Future Skills Analysis for Mine and Maintenance Planning** - Initiated a comprehensive study to forecast the evolving roles of Mine and Maintenance Planners in support of BHP's decarbonisation strategy. This included literature reviews, stakeholder interviews, and development of strategic recommendations scheduled for delivery in December 2025.

Innovation and Technology Integration

- **Battery Electric Vehicle (BEV) Workforce Planning** - Led a trade qualification mapping exercise to identify gaps in current Heavy Diesel Fitter certifications and their readiness for BEV maintenance. The analysis benchmarked qualifications against national training standards and informed BHP's approach to future workforce development.
- **Industry Benchmarking and Site Visits** - Participated in visits to Janus Electric (NSW) and TAFE Queensland campuses to explore electrification technologies and training models. These engagements provided insights into emerging technical skills and informed strategies for integrating BEV competencies into BHP's workforce.

Cross-Sector Engagement and Knowledge Exchange

- **HR Global Learning Workshop** - Attended BHP's annual HR Global Learning Workshop in Brisbane, contributing to discussions on learning strategy, stakeholder engagement, and professional development. This experience deepened understanding of BHP's learning culture and collaborative practices.
- **ASEME Exchange Program** - Supported a tailored engagement between BHP and ASEME, focusing on gender equity, performance management, and innovation in technical training. Practical recommendations were developed to strengthen Women in Trade initiatives and enhance performance development frameworks.

Partnership Expansion

- Contributed to planning for the Engineering Officer Secondment Pilot, which will embed Army engineers within BHP's Reliability Engineering teams Within BHP's Coal, Copper and Iron Ore assets. This initiative aims to broaden collaboration and create pathways for technical knowledge transfer.

- These activities collectively advanced the objectives of the secondment by delivering actionable insights, fostering innovation, and strengthening relationships between Army and BHP. They also provided practical lessons for Army in areas such as workforce planning, diversity, and technology adoption—critical enablers for future capability.

Insights and Lessons Learned

The secondment provided a valuable perspective to observe and engage with BHP's approach to workforce development, operational learning, and innovation. Several key insights emerged that hold relevance for Army:

Workforce Planning for Emerging Technologies

- BHP's proactive stance on future skills—particularly in preparing for Battery Electric Vehicle (BEV) maintenance acknowledging the importance of anticipating technological shifts. The detailed mapping of trade qualifications and identification of training gaps demonstrated a structured approach to workforce transition.

Integrated Learning Ecosystems

- Exposure to BHP's Future Fit Academies, Integrated Remote Operations Centre (IROC), and Maintenance and Engineering Centre of Excellence (MECoE) highlighted the value of integrated learning environments that combine theory, simulation, and on-the-job application.

Performance Development and Coaching

- BHP's coaching model, which emphasises continuous feedback through "Role Confirmations," contrasts with Army's annual performance appraisal system. This approach fosters agility and responsiveness in workforce development.

Industry Partnerships as Strategic Multipliers

- The secondment reaffirmed the mutual benefits of Army and BHP collaboration. Exposure to BHP's operational scale and innovation pathways provided insights that can inform Army's own capability planning, while Army expertise contributed to BHP's workforce resilience and safety culture.

Conclusion

The secondment to BHP has been an invaluable professional experience, delivering tangible benefits to both the Australian Army and BHP while advancing the objectives of the strategic partnership. Through active participation in workforce capability projects, future skills planning, and cross-sector engagements, the secondment demonstrated the power of collaboration between Army and BHP.

For Army, the experience provided critical insights into workforce transformation, diversity initiatives, and innovation strategies that can inform future capability development. Exposure to BHP's integrated learning systems and proactive approach to emerging technologies highlighted opportunities for Army to adopt similar practices, ensuring readiness for a rapidly evolving operational environment.

For BHP, the secondment offered access to Army expertise in leadership, resilience, and structured planning—attributes that complement BHP's efforts to build a skilled, adaptable workforce. The exchange of ideas and identification of mutually beneficial initiatives reinforced the value of sustained collaboration.

Ultimately, this secondment exemplifies how Army and BHP partnerships can serve as strategic multipliers, strengthening national resilience and creating pathways for shared learning. Continued investment in such initiatives will enable both organisations to innovate, adapt, and contribute to Australia's broader security and economic objectives.



AI in the Workshop: Enabling RAEME to Do More with Less

SGT Michael Newman, 51 FNQR

Artificial Intelligence (AI) is rapidly transforming industries and Defence is no exception. For RAEME, AI is not about replacing tradespeople or commanders, it is about helping us get more done, reducing administrative burden, making our Corps more effective. The purpose of this article is to explore how AI could fit into the workshop environment, from fault finding and task management to streamlining administration, support to roles like EMEOPS and personnel management. The aim of this article is to encourage practical thinking about how we can employ AI to enable RAEME to do more with less.

Example Study

A few years ago, I was presented with a fault on a Bushmaster. The operators reported that oil had blown out of the transfer case filler cap during highway driving. When the vehicle arrived at the workshop, we could not replicate the fault despite extensive testing. Over several weeks, my section spent more than 60 hours with multiple tradespeople trying to isolate the issue. We checked everything and consulted several SMEs external to the unit. Eventually, through the process of elimination and targeted testing, we traced the fault to a failed rear right Central Tyre Inflation System (CTIS) hub seal. The seal had allowed air to leak into the differential pressurisation system, which then over-pressurised the transfer case under highway conditions.

Out of curiosity, I ran the same scenario through Copilot, treating it like a digital version of a SME. I uploaded the Bushmaster Workshop Manual and began the diagnostic process. Although I already knew the outcome and did not physically conduct the tests it recommended, the AI reached the same conclusion in approximately 30 minutes. I initially dismissed its suggestion to test the CTIS system, but after a few exchanges, it returned to that recommendation and provided a test procedure.

Real-world use would vary, but this shows significant time savings for someone approaching the fault. It demonstrated how AI could support tradespeople by guiding fault isolation, referencing historical data and suggesting likely causes based on similar cases. With further development, a Defence-specific closed-loop AI tool could provide this function with greater capability, as Copilot has been designed primarily for writing and office-style administrative tasks.

AI as a Digital Soundboard

Imagine if every tradesperson had access to an AI agent for each major piece of equipment, a digital soundboard containing manuals, fault histories and feedback from across Defence. When diagnosing a fault, you could ask the AI questions, receive advice and explore possible causes. The AI would learn from every interaction, improving over time. It would not replace your judgment, but it would provide instant access to a vast pool of knowledge. Fleet managers could also benefit by identifying emerging faults early, using reliability and maintainability (RAM) data along with data collected directly from operators and maintainers.

Reducing Repetition and Admin Burden

One of the biggest benefits of AI in workshops is its ability to reduce repetitive tasks. Maintenance administration, emails and routine questions consume hours that could be spent on the tools or conducting training. AI tools like Microsoft Co-pilot can draft reports, update service boards, generate schedules and ensure compliance with Defence standards. By automating these tasks, AI would allow tradespeople to focus on hands-on work, skill development and fleet readiness.

Support to EMEOPS and Personnel Management

AI can also support roles such as EMEOPS and personnel management. An AI agent could access the

full maintenance schedule, track qualifications and monitor workloads. It could assist EMEOPS in planning and prioritising jobs, recommend suitable personnel for tasks and flag jobs for trade repair. These tools would not replace EMEOPS or personnel managers but would enhance their decision-making.

Alignment with Defence Initiatives

Bringing AI into Army workshops aligns with broader Defence initiatives. The Navy's AI Capability Study and Army's PME on intelligent systems highlight AI as a "capability offset" helping smaller teams achieve more with smarter systems. For RAEME, AI could help address workforce shortages, reduce delays and maintain fleet availability. By embracing AI, we maintain our edge even when resources are tight.

Navy's RAS-AI Strategy 2040 outlines a long-term vision for robotics, autonomous systems and AI. Their approach includes "mini-AI agents"—digital helpers that know everything about a specific piece of equipment and are able to assist with fault finding and task planning, including resource requirements. The key lesson from Navy is that success requires planning, training, clean data and clear governance. If RAEME learns from Navy's experience, we can lead rather than follow.

Industry Examples

John Deere has implemented an AI-powered maintenance system at its Mannheim facility. Technicians use mobile devices with deep learning-enabled cameras to photograph faults, which are analysed by IBM Watson's image recognition algorithms. The system identifies faults, recommends corrective actions, places parts orders and integrates with technician schedules. This mirrors what RAEME could achieve by integrating AI into workshop diagnostics thereby reducing downtime, improving fault isolation and streamlining parts management.

Generative AI is also transforming inventory optimisation. In logistics, it enables just-in-time inventory policies by forecasting demand with precision, reducing waste and improving cash flow. Defence could apply this capability within existing Enterprise Resource Planning (ERP) systems. By analysing historical usage, operational tempo and environmental factors, AI could forecast spares demand more accurately. Rather than replacing ERP, AI would enhance it—supporting lean logistics and improving readiness.

Lessons from Industry

Defence can learn from industry's approach to AI adoption. Success depends on clean data, clear use cases and a culture of experimentation. Companies like DHL and IBM advocate starting small, targeting high-impact tasks and building trust in AI systems. For RAEME, this means focusing on fault diagnosis, maintenance planning and administrative automation areas where AI can deliver measurable value without replacing human judgment.

RAEME's Opportunity to Lead

Historically, RAEME has demonstrated strong technical skills, but we have occasionally let other corps take the lead on emerging technologies, such as unmanned aerial systems. Most attention has focused on drones for warfighting, surveillance, targeting and strike capabilities. The conflict in Ukraine has shown how effective drones can be in combat, with small teams using low-cost platforms to deliver strategic effects.

However, even within the Ukraine conflict, there is growing evidence of drones being adapted for logistical support. Agricultural drones, originally designed for crop spraying, are now conducting night time resupply missions quietly delivering ammunition, medical supplies and rations to forward positions. This innovation highlights how commercial technologies can be repurposed to meet operational needs for defence. For RAEME, this presents an opportunity to lead in integration of AI systems into maintenance and logistical support. By leading the integration of AI in workshop, we can shape how these technologies will be used across defence.

Personal Use and Practical Value

AI is already assisting with many of our day-to-day tasks. Personally, I have used Copilot to help draft this article, support

email writing and assist with wording for Performance Appraisal Reports (PARs). It does not replace your intent, it helps shape and produce content more efficiently. The ideas still come from you; AI just helps you express them faster and more clearly. For tradespeople and leaders alike, this support can save time and improve the quality of documentation, administration and planning.

With further development, Copilot and AI agents with access to manuals, fault histories and operational data could simulate the reasoning of a skilled tradesperson, the expertise of a subject matter expert and even the decision-making of a commander. This should not be seen as a threat. AI is best used as a force multiplier helping us work faster and more accurately, giving SMEs a broader view and supporting commanders in making informed decisions. The real power of AI is not in copying what we do, but in helping us do it better.

Conclusion

AI is not here to replace anyone. It is a tool that can make us more effective as technical advisors, administration assistants, resource managers and planners. The real challenge is not the technology itself, it is whether we are willing to try new approaches and make AI part of our everyday work. If we approach it with the right mindset, AI can help RAEME work smarter, not harder and continue delivering capability where it matters most on the tools. If we do that, AI can help RAEME do more with less, keeping our Corps agile, capable and ready for whatever comes next.

Forging the Future: RAEME's Role in Army's New 10th Brigade

WO1 Chris Gordon ASM 10th 'Fires' Brigade



/ 10th Brigade Launcher Capability.

When the Defence Strategic Review (DSR) landed in 2023, it set Army on a new trajectory: more mobile, more lethal, and able to strike across vast distances. For RAEME, that shift is not just a strategic one; it is also a deeply practical one. It means new platforms, new technologies, and new maintenance regimes.

At the heart of this change is the re-raising of the 10th Brigade in January

2024, headquartered at Edinburgh Defence Precinct, South Australia. With this re-raising, there was also a re-branding into a Fires and Effects Brigade that brings together air Defence, rocket artillery using guided weapons, and target acquisition under a single command—a formation purpose-built for long-range fires and integrated air and missile Defence.



/ RAEME in the Dustbowl: 16 Regt Missile Resupply using a 45M HRV.

What is in 10th Brigade?

Along with a newly established headquarters, the Brigade is made up of the 9th Regiment, RAA, who has moved across from the 2nd Division; the already established 16th Regiment, RAA who is tasked with providing Short Range Ground Based Air Defence using the freshly introduced enhanced National Advanced Surface to Air Missile System (NASAMS). The first battery of the newly formed 14th Regiment, RAA (54 Siege BTY), trusted with the introduction into service of the High Mobility Artillery Rocket System (HIMARS).

NASAMS: The Air Defence Edge

Under LAND 19 Phase 7B, the 16th Regiment is introducing the NASAMS. For RAEME, this means working with integrated launchers, radars, and fire control systems. All of these systems integrate with the in-service Land 121 fleet and the PMV-L Hawkei, equipment that blends Army's traditional mechanical systems with advanced electronics and networked sensors. The shift demands cross-trained trades: Energy and Electronics Technicians will work shoulder-to-shoulder with Vehicle Technicians to keep vehicles and firing units operational in austere environments.

RAEME Focus: New Skills

The training on this new equipment has also had a paradigm shift, with delivery being direct from the OEM (Raytheon Australia, Kongsberg and CEA Technologies) within the unit. New skills that include the calibration and repair to RADAR and fire control systems. Power Management system inspection, repair and maintenance, HVAC repair conducted by the unit's Energy Technicians.

The vehicle fleet used to transport these items around the battlespace is one of the biggest, if not the biggest, fleets in the Army. Consisting of over 300 vehicles including G Wagons, 40M, (with crane to conduct missile resupply operations), HX77, 42M and



/ HIMARS Maintenance Course - 2025.

45M Recovery platforms, PMV-L and PMV-M. All being expertly maintained in the brand new Darwin lines at RAAF Base Edinburgh, after finally dragging the Regiment down from their hideaway in the Adelaide Hills.

HIMARS: Long-Range Strike, High-Tech Maintenance

The star of the DSR reform is the M142 HIMARS, with the first eight of 48 platforms rolling into service under LAND 8113 Phase 1. Delivered to 14th Regiment in April 2025, the HIMARS has the ability to extend Army's reach to 500+ km. In addition to the HIMARS platforms, CASG also introduced the first 10 of 54 Oshkosh Defense Resupply vehicles and trailers.

With all new platforms, the introduction of another course to qualify our people was also required to ensure that all of the characteristics of this equipment were passed on by the US team tasked with training. As was the case for the NASAMS Maintenance courses, the OEM delivered the HIMARS Maintainer courses for the Vehicle and Electronics Technicians. Initially the courses were run separately; however, after the first day, the American instructors decided that the RAEME trades were far more advanced than our coalition partners and decided to combine the two trades and conduct somewhat of a FRT based approach to the course.

The first live fires during Exercise Talisman Sabre 2025 were a milestone not just for operators, but also for RAEME tradesmen ensuring systems were mission-ready in a demanding field environment.

9th Regiment: Proven Capability, New Integration

The 9th Regiment, Royal Australian Artillery (9 Regt RAA), has assumed a pivotal role in delivering the Australian Army's modern surveillance and target

acquisition (STA) capability. As part of the Army's transformation toward an integrated, long-range precision fires force, the regiment is responsible for detecting, tracking, and identifying targets across multiple domains to support joint fires and manoeuvre operations. Equipped with advanced sensor systems, including weapon-locating radar, counter-battery radar, and emerging unmanned aerial surveillance platforms, 9 Regt provides commanders with critical situational awareness and targeting data in real time. This modernised role reflects the shift toward networked warfare, where rapid information gathering, data integration, and precision targeting are essential for maintaining overmatch in complex operational environments. Through its STA mission, 9 Regt RAA enhances the effectiveness of the Army's strike capabilities and strengthens Australia's broader defence posture in an increasingly contested battlespace.

With its dislocation across each state in Australia, the maintenance of 9 Regt's equipment is a complex undertaking, especially for a predominately SERCAT 5 workforce with a handful of CADRE staff within each battery. At the helm of this maintenance organisation is the newly promoted WO2 Ian Downie, who is a stalwart in the Newcastle RAEME scene. His posting in the first half of 2025 came as a great surprise and he has been providing a great service to the unit and greater brigade with his can do attitude, ensuring that the many fleets in multiple locations are maintained in top condition.

Key RAEME Challenges in 10th Brigade

As defence capabilities evolve toward increasingly networked and technologically advanced platforms, sustainment and workforce strategies must adapt to meet new operational and technical demands. Modern military

systems now integrate sophisticated electronics with traditional mechanical components, creating complex interdependencies that challenge conventional maintenance and logistics models. Within this context, several key focus areas have emerged for ensuring reliability, resilience, and readiness across advanced defence platforms.

Managing complex, electronics-heavy platforms alongside traditional mechanical systems requires a highly coordinated approach to integration and maintenance. Ensuring supply-chain readiness for imported spare parts under accelerated schedules adds further pressure to maintain operational availability. The use of remote diagnostics and predictive maintenance supports sustainment by enabling timely fault detection across dispersed launcher systems. At the same time, upskilling technical trades in cybersecurity compliance has become essential to protect interconnected and networked systems from emerging digital threats.

Why It Matters for RAEME

This transformation places RAEME at the cutting edge of Army's technical future. As platforms become increasingly intelligent and interconnected, RAEME trades will bridge the gap between traditional mechanics and emerging mechatronic systems. The Corps' adaptability will be critical to the success of the 10th Brigade and to Army's ability to deliver effects at a scale and range previously unattainable.

Looking Forward

The road to 2026 and beyond will test RAEME's resilience and adaptability. New technology demands new thinking, but that is where RAEME excels: adapting, overcoming, and keeping the force moving, shooting and communicating.

Within the 10th Brigade, RAEME is not just maintaining vehicles and equipment; it is sustaining Army's reach, shielding its force, and enabling the future fight.

Bottom Line for RAEME

More electronics = more complexity: NASAMS and HIMARS require blended trades. Software is now part of the spanner set and mission systems need updates as much as engines need oil. Adaptability = relevance, with the right people at the helm, the Corps remains essential in the most modern Brigade in Army history.

14th Regiment Royal Australian Artillery (14 Regt RAA) RAEME in support of Rocket Artillery **WO2 ME Fletcher – TIS 14th Regiment Workshops**



/ Australian HIMARS.

Introduction

With the Australian Government's announcement of the arrival of the M142 High Mobility Artillery Rocket System (HIMARS). The HIMARS is a wheeled vehicle which fires guided rockets for precision strike on surface targets. The HIMARS is to be employed by 14th Regiment, Royal Australian Artillery (14 REGT) at Edinburgh Defence Precinct, Adelaide SA. Workshops at 14 REGT would like to advertise its support to Army's newest capability.

Workshops Role at 14 REGT

Workshops at 14REGT is currently a small, but growing, team of dedicated

maintainers based at Horseshoe Lines Workshops on Edinburgh Defence Precinct. We will employ almost all ground RAEME Trades, with a particular focus on ECN 421 Electronics Technician, ECN 229 Vehicle Technician and ECN 226 Recovery Technician. These trades will conduct Technical Maintenance on the HIMARS vehicles as well as bespoke supporting vehicles not utilised currently by any other unit within the Army.

How to get involved

If this interests you, and you would like to get involved; Update your Soldier Career Planning Tool and engage with

your Career Manager with a request to post to 14 Regiment, Royal Australian Artillery, based at Edinburgh Defence Precinct, Adelaide SA.

Oshkosh Resupply Vehicle

Maintenance Course 1 – 14 April 25

CPL Jason Petty



/ RAEME Members – Land 8113 RSV Course.

Following the release of the Defence Strategic Review, the Australian Army was directed to establish a long-range strike capability, leading to the introduction of the High Mobility Artillery Rocket System (HIMARS). As part of Land Project 8113 Phase 1, the FMTV-A2 Resupply Vehicle (RSV) was also procured to ensure the ammunition pods could be delivered as close to

the forwards troops as possible, with this bespoke vehicle is designed to safely transport missile pods across the battlespace. However, due to the RSV being a completely new platform and not yet introduced into the US Army or Marine Corps, the technical documentation was limited. To address this technical shortfall, a small but dedicated team of RAEME members

from the 10th Brigade and Ventia maintainers from Joint Logistics Unit – South travelled to Oshkosh, Wisconsin, to learn the maintenance procedures directly from the manufacturer as part of a risk reduction activity dreamt up by two wily Warrant Officers.

WO1 Christopher Gordon and WO2 Luke Parlour, supported by a team of vehicle technicians from 14 Regiment, led the contingent: CPL Jason Petty, LCPL Keenan Rojas Vernon, and CFN Samantha Crawford. JLU-S representatives led by Seb Duncan, including Brodie Starling, James Howell, and Myles Schultze, joined them.

The trip began smoothly, with everyone clearing immigration, no small feat given current US travel conditions. However, after several long-haul flights, most of the team discovered their luggage had been left behind in Dallas all except for WO1 Gordon, whose bags arrived without issue. The rest of the team received theirs the next day, but not before enduring a very cold night in minimal gear. After collecting their hire cars (Chevy Tahoes, of course), the group drove north to the working-class town of Oshkosh. Fun fact: it is only a short drive from Manitowoc County; the setting of the Netflix series “Making a Murderer”. After settling in, the team headed out for dinner and a quick stop at Walmart for essentials.

The following day, a return trip to Milwaukee to collect luggage turned into an opportunity to explore the city. Highlights included visiting the statue of Arthur “The Fonz” Fonzarelli and attending an NBA game between the Milwaukee Bucks and the Atlanta Hawks.

Training commenced Monday at the Oshkosh facility under the guidance of Mr. M'Barek Oubelkho (“M”). As the first-ever maintenance course for the RSV, it came with a few teething problems, but the team adapted quickly. “M” learned alongside the Australians, and several real-time updates made to engineering procedures. The hands-on



/ Frosty Wisconsin Morning.

training proved invaluable, providing practical experience and shaping future maintenance protocols.

During their one free weekend, the team travelled to Green Bay, where they braved the freezing weather to attend an ice hockey game and explore the local area. In the second week, training continued with the same enthusiasm. On the final day, the group toured the main Oshkosh production facility, gaining insight into the full vehicle manufacturing process from start to finish. Upon completion, all trainees received certificates, and gifts exchanged, strengthening the relationship between the OEM and the Australian end-users, hopefully paving the way for future training opportunities.

Before heading home, the team spent a day at the Harley-Davidson Museum in Milwaukee, where WO2 Parlour came dangerously close to spending his life savings. After three flights, questionable airline meals, and 18 hours of travel, the team arrived safely back in Adelaide, tired but accomplished.

Overall, the two-week trip was both productive and enjoyable, providing essential skills and firsthand experience with one of the Army's newest capabilities. As the regiment and brigade move toward Interim Operating Capability, courses like this will become increasingly common, reflecting the rapid pace of equipment delivery and the need for the sustainment workforce to adapt just as quickly.



/ The Bronze Fonz.



/ RAEME Members on the tools at the Oshkosh Defense Training Facility.



/ Oshkosh Troubleshooting course.



/ CPL Jason Petty being supervised by CFN Sam Crawford.

RAEME Exchange LONG LOOK 2025

Foreword – Capt V M Naker



/ CAPT Harris & SSGT Aldridge cutting Challenger 2 MBT barrel.

Capt Will Harris joined the King's Royal Hussars LAD from September to December 2025 as part of the LONG LOOK Exchange Program. Initially under the impression that the opportunity involved three months on the Gold Coast enjoying the Ashes, OC LAD KRH eagerly accepted—only to quickly realise that the program involved hosting, as opposed to an all-expenses paid trip to Australia.

Hosting Capt Harris provided fantastic opportunities for the LAD to broaden its horizons through a series of visits and engagements. During the program, we managed to fit in trips to Germany, 1st and 2nd line units, PJHQ, the

Land Warfare Centre, the Imperial War Museum, and the Palace of Westminster. The primary objective was to expand Capt Harris' understanding of battle damage assessment and repair, with a focus on current conflicts. This aim was successfully achieved through both practical and conceptual exposure to how the British Army—particularly the REME—trains, authorises, and conducts expedient repair.

Capt Harris was a pleasure to host. He fully integrated into the Officers' Mess at the King's Royal Hussars and was warmly welcomed into the Regimental family. He experienced the traditions and warm hospitality for which the Regiment

is renowned and left with a treasured memento—his very own pair of crimson trousers.

As most Aussies started looking forward to the end of Winter, I found myself heading to England for Exchange Program Long Look (EXP LL). During my time, I would be embedded with The King's Royal Hussars Light Aid Detachment (KRH LAD), where, as a RAEME Officer at the Army School of Electrical and Mechanical Engineering, I intended to observe how coalition partners define and execute Battle Damage Assessment and Repair (BDAR). As an armoured Regiment, I was particularly interested in the rapid return of their platforms to a mission-ready state. The knowledge and experience gained in this realm have provided me with the relevant insights into maintenance management methods I hope to implement in the future. Less selfishly, I also hope my observations inspire conversation among the Corps surrounding BDAR and feed contemporary input to the Maintenance Engineering Staff Officer Course instructed at the Army Logistic Training Centre.

After a week orienting myself to the KRH and its unique, and hospitable, mess culture, I visited the Land Readiness Fleet in Sennelager, Germany. Here, the importance of our material technicians and their utility, particularly in the repair of armoured platforms, was highlighted, as a trade centered on repair-by-repair rather than repair-by-replacement. Of equal importance and solidified in recent conflict was the reliance on maintainers to understand platform systems comprehensively and to inspire a technical curiosity. Divine timing: I was fortunate enough to wrap up my time in Germany with an obligatory stein or two at traditional Oktoberfest celebrations.

Briefly accompanying the 4 Armoured Close Support REME Battalion on EX DRAGON CYCLONE provided insight into how the execution of expedient repair can be planned and implemented

within an overarching exercise construct. I admired the implementation to promote the appetite for, and safely facilitate, expedient repair training. Exposure to The Queen's Royal Hussars live fire at Castlemartin, the BABCOCK facility in Bovington, and the Defence School of Electrical and Mechanical Engineering each broadened my appreciation for the unique ways our British partners execute exercises, platform refurbishment, and training outputs.

Visits to those on OP INTERFLEX and staff at the Lesson Exploitation Centre (LXC) solidified the need for all RAEME personnel to maintain all corps soldier skills and be open to becoming generalists in the employment of drones, electronic warfare and first aid. The LXC also confirmed our need to increase our tolerance for salvage, cannibalisation, and modification, all routine for maintenance personnel in current conflict.

Discussion with 16 Royal Artillery LAD proved beneficial in gaining an understanding of how they achieved the repair and modification of a platform using a no-technical-objection notice from the OEM. Immediately following, the Seniors and Officers of the LAD made tracks for London, with a tour of the House of Parliament, followed by insights from the Permanent Joint Headquarters. Here, I was made aware of how maintenance staff could use augmented reality technology to supplement technical reach back. Our time in London suitably ended with a visit to the Institute of Mechanical Engineers and the Imperial War Museum.

EXP LL is an established and worthwhile experience for anyone seeking development and have an opportunity to explore what the UK has to offer. Holistically, in a maintenance context, we do not differ dramatically, and I observed many similarities. I look forward to working with the KRH and REME personnel again and thank all those involved for the hospitality and for sharing their experiences. In particular, I would like to pass thanks to: LTCOL Welford - CO KRH, Officers of the KRH, CAPT Naker - OC KRH LAD, WO1 Smith - ASM KRH LAD, WO1 Harvey - AQMS KRH LAD, CAPT Hutchinson - LRF Sennelager, MAJ Tooth - OC 10 ARMD COY, LTCOL Copley-Smith - BABCOCK, Bovington, LTCOL Hazel - PJHQ, WO2 (AQMS) Warren - PJHQ, MAJ Deacon - OC 16 RA Wksp, MAJ Robinson - LWC (LXC).



/ Recovery Training on SPTA.



/ Challenger 2 MBT at Castlemartin Range.



/ KRH LAD at the IMechE.

Army Marine

WO1 Tim Costin

There has been many higher SPO name changes over the last few years for Army Marine (CA42 Product) which has transitioned with Hydrographic Systems Program Office (HSPO) from CASG to the Naval Shipbuilding & Sustainment Group (NSSG), and then HSPO (along with Patrol Boat SPO and Offshore Patrol Boat SPO) joined to form the new NSSG Minor Vessel SPO (MVSP) as part of the Specialist Systems Branch of the Maritime Sustainment Division. Army Marine is now anticipating a transition, in the near future to the soon to be created Army Littoral Manoeuvre SPO (ALMSPO), as the new L8710 Medium and Heavy Landing craft come into service during 2026 to 2032 (planned) to support Army transitioning to Littoral Operations as part of the Defence Strategic Review (DSR). Once ALMSPO is created, part of the team is expected to be located in Brisbane near the new LCM/LCH base.

The Army Marine Team

The team remained fairly stable this year with only the addition of LT Lewis Blazincic into the SO4 Engineer role. There are few changes coming next year with WO1 Fergusson, SGT Osbourne, LT Blazincic and myself all moving on to new postings in Jan 26.

Craft introduced and removed from service

Over the last 12 or so months, Army Marine has introduced another five Regional Patrol Craft (RPC) making this fleet's total 26, and a 40 foot yacht "Rising Sun" which will be operated by the Army Sailing Club. This will have serving Army men and women on-board competing in a number of races including the Sydney to Hobart later this year. This Army Sail Training Craft (ASTC) will also be used for adventure training, and seamanship training.

The Inshore Hydrographic Survey Vessel (IHSV) was finally removed from service, which was previously replaced by the Army Safety Watercraft (ASW) with the Hydrographic Survey kit fitted for the Littoral & Riverine Survey



/ The 2025 Army Marine team (absent: WO1 Mat Fergusson, Mrs Stephanie Le-Davis, & Mr Phil McDonald).

Section (LRSS). The new 5.2m Dinghy's arrive soon for the Regional Forces Surveillance Group (RFSG), and the new Special Forces Air Droppable Rigid Hulled Inflatable Boat (SFADRHIB) is being processed. The last of the Mercury MKIII 25 HP Out Board Motor (OBM)s are being withdrawn, and there may also be some light at end of the tunnel for the multi fuel 55 HP OBM, with whispers of Evinrude getting global requests which may get them to restart their manufacture....we'll wait and see.



RODUMs, EC's and ERP

The RODUMs are the main source of work for AM, which require the creation of Engineering change (EC) to process the work and archive the work conducted. The Configuration Management Tool – Land (CMT-L) system was previously used to record all EC's, until ERP SAP was introduced this year in May, which threw a spanner in the works with many new challenges and has created a back log of EC's having to be progressed and stored in Objective. We've now sorted the CA42 CMT-L to SAP Product Base Line Activity and have started EC's in SAP, where you can expect to see more RODUMs being closed in the New Year.



Smooth seas and clear skies.

Arte' et Marte'

'Meet You at the Top' 112km Challenge raises over \$28K

Warrant Officer Class Two Jesse Sutherland

Congratulations to WO2 Jesse Sutherland of the Army Logistic Training Centre (ALTC) for his outstanding achievement in completing a gruelling 112-kilometre overnight run across six challenging hills in the Albury-Wodonga region, all in support of a cause close to his heart.

What began as a personal goal to raise \$5,000 for the Wodonga Returned Services League (RSL) quickly grew into a groundswell of community support, culminating in \$28,150 in donations.

WO2 Sutherland's motivation stemmed from seeing first-hand the vital role the RSL plays in supporting local veterans and their families. His remarkable endurance effort has not only raised significant funds but also awareness of the crucial services provided by the Wodonga RSL.

The RAEME Association of Queensland (RAQ) proudly contributed \$250 to support WO2 Sutherland's campaign. His initiative is a moving example of the values that bind our veteran community.

Well done, Jesse. Your dedication and determination have made a real difference. Congratulations on a brilliant achievement, Warrant Officer Class Two Jesse Sutherland, and thank you for helping our veterans.

When ALTC, Wodonga RSL and Albury Wodonga come together, we do great things!

Images courtesy of Wodonga RSL



Matt Stone Racing

The partnership between RAEME and Matt Stone Racing (MSR) continued to strengthen throughout 2025, offering technicians a rare opportunity to apply their skills in an elite, high pressure motorsport environment.

More than 20 technicians supported MSR across race weekends this year, from pit setup to pack down, and everything in between. Their integration into the team exposed them to; rapid diagnostic environments, high tempo maintenance cycles, and repair of complex mechanical and electronic systems under race conditions. The inclusion of NZDF technicians in Taupo and SERCAT 7 members in Tasmania demonstrates the program's growing reach and value.

At the end of last season, MSR proposed that the best performing technicians from each season be invited to join the team for the Bathurst 1000 the following season. This became reality in 2025, with three outstanding Vehicle Technicians funded by the Corps to attend the iconic event - an initiative that will now continue annually.



MSR provides an environment where innovation, knowledge, and performance under pressure are crucial; the same environment our technicians face regularly. The lessons learned translate directly to better maintenance culture, deeper technical thinking, and improved

resilience. The partnership will continue in 2026, with discussions already underway to expand opportunities in 2027, including the potential creation of a permanent posting with the MSR team.

OPERATIONS

OP KUDU maintenance concepts and observations

WO2 Scott Skinner

Caveat In my short time in Europe, I am in no way an expert on these topics, the following are just some observations on what we speak about and reference to assist the Armed Forces of Ukraine (AFU) on a daily basis. In my role here in NATO, the following are some of the concepts that are common-place that may be of interest back home.

Enhanced Repair Centres

Upon the invasion by Russia into Ukraine, many nations rushed to donate Artillery, Armour and Weapons that were in storage to aid Ukraine in the war. Whilst these platforms were helpful to combat the Russians, it quickly created a logistical challenge to maintain the equipment to keep them in the fight.

Most of the donations did not come with sustainment of repair parts as in many cases they simply did not exist. This has led to widespread cannibalization in order to keep an asset in the fight on the frontlines. One of the concepts that is commonplace throughout Poland, Romania and within Ukraine itself are known as Enhanced Repair Centres.

With many nations' holdings of repair parts already donated, and there being no way to procure repair parts, reverse engineering has become very common. The main objective of these facilities aside from generic/battle damage repairs has been the production of repair parts via CNC machining, cold spray metal repair and 3D metal printing. This is a very foreign concept to western militaries, as using any repair parts other than from the Original Equipment Manufacturer (OEM) or equivalent is usually strictly forbidden.

One of the biggest issues that repair facilities/maintainers encounter are Artillery/Armoured platforms returning from the front lines missing many components that have been removed in order to keep other platforms functioning.

This has often resulted in many heated exchanges among AFU members with

2 different perspectives. The soldier on the front line is taking the parts to keep the other platforms functioning, thus enhancing his chance of survival and to kill the enemy and their materiel. Conversely, the maintainer in the rear wants the vehicles returned in a state that is as complete as possible in order to expedite the repair and return it to the soldiers on the front lines. They are both working toward the same objective, however these factors encountered highlight the struggles they face daily.

Due to many repair parts being non-existent, the afore mentioned techniques have been the way forward to sustain these platforms that aren't able to procure the required repair parts. Many of these parts are quite bespoke in nature, manufactured 30 – 50 years ago, using technology that was commonplace at the time.

Whilst this concept may not be viewed by western militaries as a sustainable method to maintain fleets of Armour and Artillery, it has evolved significantly with on-going testing of components produced to ensure safety and lethality is as high as can be achieved.

The simple objective is not to return the platform to OEM specs, but to repair it and return it to the fight as fast as possible.

Observations of Ukrainian Industry

Several companies in Ukraine have been recently certified as a partner by Defence heavyweights such as BAE, KNDS, Lockheed Martin and Rheinmetall. This is a significant advantage for the AFU in that producing Artillery and Armour components, Ammunitions etc. will not only make Ukraine more autonomous, but it will also expedite the deliveries to the front line.

As it stands, some companies require the AFU to transport damaged platforms back to repair facilities in Poland, France, Germany, Sweden and some to the USA. This has led the push to



establish maintenance repair facilities in Ukraine by these companies.

Currently, even though all NATO countries in Europe west of Ukraine are supporting, there are many convoluted legislative requirements when transporting weapons and ammunition across countries' borders. The establishment of maintenance repair facilities within Ukraines' borders will circumvent legal requirements that are in place currently.

I had the privilege to meet on several occasions MAJGEN (retired) Ruslan Kyryluik – the CEO of KZVV. He was an officer in the Red Army at the dissolution of the Soviet Union. After retirement from the military, he founded KZVV and opened steel plants near the Zaphorizhzhia - Donbas region of Ukraine. In the peacetime years his company was mainly producing turbines and components for nuclear plants throughout Ukraine and many of the Former Soviet countries.

At the outbreak of the war, several of his plants were destroyed in the Donbas region, so all equipment that was able to be salvaged was hastily transported to western Ukraine near the Slovakian border. Currently he manages several steel plants in Ukraine. They are operating around the clock to produce components as small as an ejection spring for a rifle, all the way up to artillery barrels and ammunition.

President Zelenskyy recently spoke about the importance of the Ukrainian Defence industries mobilizing to produce as much as possible in Ukraine. Platforms such as the Bohdana 155 Self Propelled Howitzer, its ammunition and repair parts are all manufactured by KZVV. There have been more than

They are more self-reliant than ever at this time due to Defence companies' redaction of technical drawings and processes to manufacture repair parts. A recent example is KZVV commencing the manufacture of M777 cannon tubes. Ukraine is fortunate to be able to draw upon vast amounts of raw materials needed to produce the steel for components they need, subsidizing the support that is generously given.

At the outset of the war there was very limited training for operators and maintainers during the rush to donate platforms. This has shifted significantly as the war has gone on with many of the larger companies like BAE, KNDS and Rheinmetall providing extensive training of maintainers as a standard part of their on-going support for donated equipment.

They are taught in different levels of maintenance, conducting a 9 week course on battle damage, deploying back to Ukraine for 3 months to apply their skills in real time. They will then return for more in-depth maintainer training in another 9 week block of depot level maintenance. Upon completion of 3 of these different courses, they are then given instructor training, whereby they are able to conduct training and pass on techniques they've picked up on the front line and in the rear at the repair facilities.

They have conducted many training courses utilising guns damaged on the frontlines as training aids. The trainees will repair these guns back to

[illegible]

After recent meetings with BAE Sweden, KNDS France/Germany and seeing the state of some of the vehicles in Poland that have returned from the front line, the overwhelming narrative was that

Damage Examples - Lancet

- Direct Impact of Lancet Drone



Damage Examples – Counterbattery

- Direct Impact of Shrapnel from Rocket or Cannon
Artillery Counterbattery Fire



developing an SOP to determine if an asset were to be written off was 'a waste of time' due to the complex nature of the topic. No two platforms' damage will be the same due to typical damage coming from a combination of (but not limited to) strikes from drones, rockets, mortars, mines and small arms.

The following images as provided by an American colleague who has run all the M777 maintainer courses since 2022 show 3 different guns with significant damage. They were all repaired and returned to the front lines.

Battle Damage Assessment and 'write-off' in the Russo-Ukrainian war is all

done on a case by case basis. The final determination will be drawn from factors such as the availability, lead time and cost of the required repair parts, approximate time to repair back to Mission Capable Status, the number of Mission Capable platforms left in the fleet, and if there are any bi-lateral agreements with regard to on-going support and sustainment.

Servicing Observations

One of the conclusions drawn by the AFU on the front line is that many western platforms are over-serviced. This could prove to be a hot topic for debate, however servicing is rarely able to be conducted at the recommended

these weapons had fired more than 5000 rounds and still passed all the OEMs' inspection parameters. This is a testament to how well made these platforms are, and has prompted several OEMs to adjust some of their servicing/repair by replacement requirements.

Artillery Barrel Reclamation Concept

Recently I have been conversing with a laboratory based in Norway. They are developing a concept that will take a worn and undamaged artillery barrel and reclaim it. This is conducted by way of sandblasting, welding along the rifling with a special line boring style welder and honing back to original specifications. This will not be an enduring solution to the barrel shortage across literally every artillery platform, but if this concept is feasible, it will allow many more guns to stay firing for longer.

The cost of an artillery barrel can range from 400 – 600k each dependent on the OEM, and often having very long lead times.

The advantages of this concept are that it is mobile, will cost approximately 10 – 15k per barrel and take approximately 3-5 days, dependent on the barrel's original condition. This concept has been live fire tested, now at the stage of ascertaining how many rounds can be fired before reclamation or scrapping.

Mobile Maintenance Teams

Below is the basic concept that has been developed by the AFU and KNDS/KZVV to conduct maintenance on the front lines.

In the figure below, 9 MMT's are assigned a 200-400km overlapping area of responsibility across the frontline from the Donbas to the border with Belarus. The enduring narrative in this current threat environment is that all maintenance teams toward the east of Ukraine are to be mobile. A Static maintenance facility is a very high value target for the Russians, and as such where possible, these are avoided by the AFU.

The mobile maintenance teams deploy in an unassuming civilian truck/dual cab ute with EW counter measures, drone detectors and pump action shotguns in case a drone comes close enough. They will typically do a recce of the route via a drone, and travel to the site will be as quickly as possible. They will report any intel to their commanders prior to stepping off to conduct their repairs. This has proved to be invaluable, with several



OEM intervals in Ukraine. The AFU view lethality as a higher priority over servicing.

They acknowledge that operator maintenance is important, and is conducted at every available opportunity, however to paraphrase some AFU members I converse with – *'we ignore the service intervals and double or triple the recommended intervals because the equipment will keep working unless it is damaged'*.

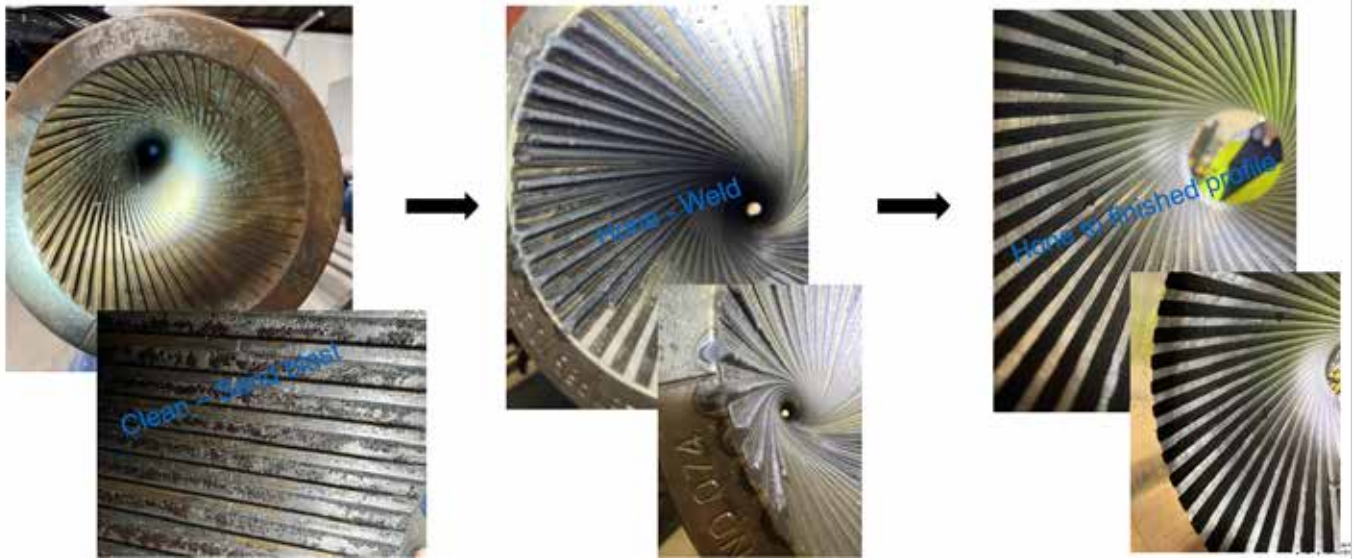
One of the extreme cases that was reported was an M777 in for repair. For context, the service life before recommended replacement of an M777 Barrel Assembly in Australia, the USA and Canada, as prescribed by the OEM

is 2500 EFC (Equivalent Full Charge) / rounds fired. (1 x EFC does not always equal 1 shot fired).

This gun, in for battle damage repair, had fired close to 8000 rounds and still had not compromised safety or accuracy, even though its cannon tube failed inspection parameters. Many of these guns regularly fire extended range ammunition – therefore using more than 1 EFC per shot, to add weight to the situation. The Ukrainians on the frontlines have little choice but to keep firing their guns so long as they have the ammunition to ensure their survival

This was commensurate with KNDS and the German made PzH2000 Self Propelled Howitzer. Many of

Trials for 1m sections of barrel tested out and welded with success.



instances of maintainers spotting enemy movements on their route.

Rear Supply Points are located centrally in Ukraine, with central hubs being located in the far west regions of Ukraine, the largest being near Lviv. These are protected by Anti Drone and missile capabilities. Given their location, Early Warning countermeasures have more time to react to any threat. Despite these factors, they are not immune to strikes, as one was recently hit by the Russians. A logistics hub of this size and importance will always be high value target for the Russians.

Another concept that is commonplace when conducting mobile maintenance for the AFU is known as Tele Maintenance.

This is not a new concept for civilian contractors, however in a military context, it is not widely used.

Artillery platforms like the M777, M109, Pzh2000, Archer, AHS Krab, CAESAR have a hotline where they can call an experienced maintainer from the OEM and ask for specific advice or question them on a video call.

These companies will also issue an ipad/tablet loaded with short film clips detailing clear instructions on how to do some repairs and adjustments. These are similar in nature to certain maintainer courses conducted in Australia on ADELE.

Maintainers I spoke to had hailed these factors as being life saving, as they had

been doing repairs under fire and some members were also injured. Utilizing these resources that were loaded with clear and concise details assisted them in repairing the platform, likely saving their lives and the lives of those around them.

As the war rages on with no clear ending in sight, maintenance of platforms to sustain the fight has remained an extremely high priority for the AFU.

I have learned many things on this trip with regards to innovation, adaptability and resilience. Witnessing the perspective of the AFU and the horrors faced inside Ukraine, it is hopeful that a resolution can be achieved soon.

Maintenance Concept – „Operational supply“ – long term

KNDS HUB

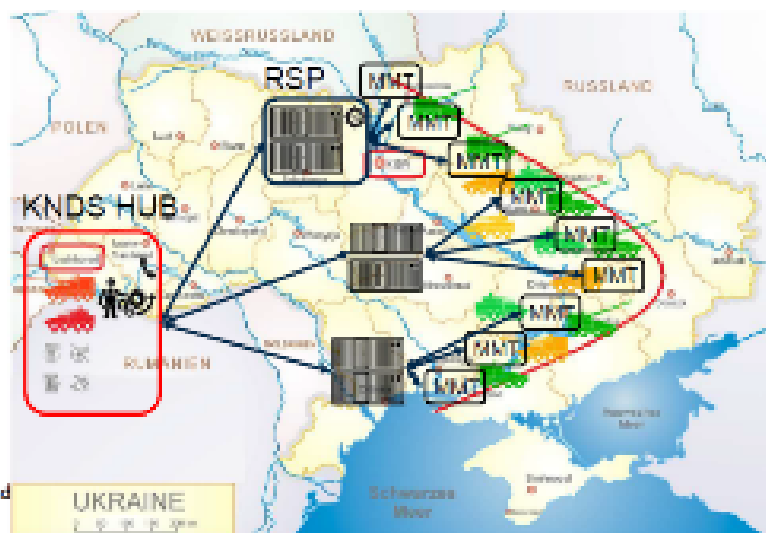
- Maintenance level 2 - 4
- KNDS specialists
- KZVV maintainer
- Integration maintainer UA
- Spare parts warehouse
- 3 x STTE unit
- Hotline for MMT

3 x Rear Supply Point

- Maintenance level 2 - 4 (reduced)
- Mobile Workshops
- Mobile spare parts stock
- UA maintainer combined with KZVV maintainer

9 x Mobile Maintenance Team

- Maintenance level 2-
- KZVV specialists
- Wear parts for basic function
- Transport of (defective) spare parts and STTE
- Hotline support by KNDS HUB



Coral Sustainer (CS) Block One



/ LCPL Brough Instructing RFMF students on the Bushmaster Maintenance Course.

Coral Sustainer (CS) Block One was conducted from 27 March to 07 May 2025 and represented a key training engagement between 7 Combat Service Support Battalion (7 CSSB) and the Republic of Fiji Military Forces (RFMF). A 12 member training team from 7 CSSB deployed to Fiji to deliver a targeted package of logistic training at the Logistic Support Unit (LSU), located at Queen Elizabeth Barracks (QEB), Suva.

The primary purpose of CS Block One was to strengthen RFMF logistics capability through structured instruction, practical skill development, and the establishment of local instructional capacity. Across the period of the activity, the training team delivered five logistic courses, tailored to the RFMF operating environment and aligned to build both individual competencies and unit-level sustainment outcomes.

Training Delivery and Outcomes

Over the duration of CS Block One, more than 60 RFMF personnel successfully completed training across the five courses delivered. The

program was deliberately structured to build momentum—beginning with an instructor development course and then leveraging those members to support the subsequent training serials. This approach not only increased training throughput but also contributed to enduring capability within the RFMF by reinforcing local ownership and continuity.

Course 1: Logistic Instructor Course

The first course delivered was the Logistic Instructor Course, aimed at developing junior non commissioned officers (JNCOs) as capable instructors and assistant trainers. During this course, participants were trained in foundational instructional techniques, including:

- Planning and structuring lessons
- Delivering effective instruction and demonstrations
- Improving briefing technique, communication, and confidence in front of groups
- Reinforcing key training principles to support consistent delivery standards

A key outcome of this course was that members were subsequently employed as instructors on the later courses. This enabled them to immediately apply newly learned instructional methods in a supported environment—bridging the gap between learning and real-world delivery. It also created a multiplier effect by increasing instructional capacity and promoting sustainable training practices within the LSU.

Logistic Mobile Training Teams (MTTs): 14 April – 02 May 2025

Following the Logistic Instructor course, four Logistic Mobile Training Teams (MTTs) were conducted from 14 April to 02 May 2025, each focusing on a critical sustainment function within the RFMF. These MTTs were delivered at LSU, QEB Suva, and were designed to strengthen technical competence, supervisory understanding, and practical workplace skills.

The four MTTs were:

1. Petroleum Operators Course

Delivered to improve understanding and performance in fuel handling and petroleum operations relevant to logistics sustainment. The course supported safe and effective execution of petroleum duties within a military environment and reinforced procedural discipline.

2. Supply Course

Delivered to build competence in core supply functions that enable reliable sustainment outcomes. Training focused on improving foundational supply knowledge and strengthening the practices needed to support accountability and continuity of supply support.

3. Transport Supervisors Course

Delivered to develop supervisory skills and understanding of transport operations within the logistics context. The course contributed to improved transport planning, coordination, and oversight—supporting the effective movement of personnel, stores, and equipment.



/ RAEME Course staff photo with RFMF students.

4. Bushmaster Maintainer Course

Delivered to build maintenance capability associated with the Bushmaster platform. This course aimed to strengthen RFMF capacity to support platform serviceability through improved maintenance knowledge and practical skills, contributing to operational readiness and sustainment.

A significant and symbolic moment during CS Block One was the team's participation in the ANZAC Day Dawn Service on 25 April 2025. Members of the 7 CSSB training team attended the service in Suva alongside representatives from the Australian High Commission, the New Zealand Defence Force (NZDF), and members of the RFMF.

The Dawn Service provided an opportunity for Australian personnel deployed on Coral Sustainer to honour the ANZAC tradition, commemorate those who served, and strengthen the bonds between Australia, New Zealand, and Fiji. Shared commemoration reinforced the longstanding defence relationship between the ADF and RFMF and highlighted the professionalism and respect shown across all participants.

At the commencement of the activity, the training team participated in a *sevu sevu*, a traditional Fijian welcoming ceremony. Hosted by senior members of the RFMF, the *sevu sevu* acknowledged the presence of the Australian contingent, formally granted them permission to work and operate within

the RFMF community, and reinforced mutual respect between both forces.

The ceremony served as an important cultural milestone, setting a tone of partnership, humility, and shared purpose. Participation in the *sevu sevu* strengthened the team's relationship with the LSU and demonstrated the value placed on cultural understanding as part of Australia's engagement in the Pacific.

CS Block One achieved significant training throughput while also strengthening the enabling environment for continued professional development within the RFMF logistics community. Key impacts included:

- Over 60 RFMF members trained across five courses
- 12 personnel from 7 CSSB deployed to deliver training support
- Establishment of a train-the-trainer effect through the Logistic Instructor Course
- Immediate employment of newly trained JNCO assistant instructors, reinforcing learning transfer
- Delivery of four specialist MTTs spanning petroleum, supply, transport supervision, and platform maintenance

By sequencing instructor development first and then embedding graduates into later training delivery, CS Block One supported both immediate skill uplift and longer-term sustainability of training outcomes. The activity reinforced the

value of practical, workplace-relevant instruction and enhanced professional linkages between 7 CSSB and the RFMF LSU at QEB.

Coral Sustainer Block One Contingent:

Contingent Commander – LT Rebecca Rasmussen (RAEME)

Contingent 2IC – SGT Jo Kubunavanua (RACT)

Logistic Instructor Course Instructors – CPL Chris Culph (RAEME), CPL Amy McHugh (RAAOC)

Petroleum Operators Course – CPL Clayton Gamble (RAAOC), LCPL Tony Berekally (RAAOC)

Supply Course – CPL Ben Moller (RAAOC), LCPL Ruth Morton (RAAOC)

Transport Supervisors Course – CPL Aaron Dunning (RACT), CPL Aaron Kelly (RACT)

Bushmaster Maintainers Course – CPL Aaron Primavera (RAEME), LCPL Jackson Brough (RAEME).



/ Post PT group photo in front of The Grand Hotel.



/ Spanner packs.

UNIT JOTTINGS

RAMS Launches Annual All Corps Soldier Skills Training Event



/ OC RAMS he troops delaying his section through the obstacle course.

The RAEME Aircraft Maintenance School (RAMS) has taken a significant step toward reinforcing the fundamentals of soldiering with the introduction of an annual All Corps Soldier Skills training activity. This initiative complements RAMS' core mission: *"delivering class-leading technical aviation training by ensuring graduates remain operationally focused, competent, and resilient"*; graduating soldiers capable of conducting safe and effective aircraft maintenance and engineering in support of Army Aviation capability.

The inaugural Exercise Close Contour was held over three days and two nights in the Canungra Field Training Area, and reflects the Chief of Army's intent to return to a focus on All Corps Soldier Skills. It aimed to build resilience at the individual level, foster cooperation and healthy competition at the section level, and strengthen teamwork at the unit level.

The decision to introduce this training was driven by a clear operational need: technical proficiency alone is not enough. RAMS has been producing

highly qualified and competent aircraft and avionics technicians for many years, however Army Aviation maintainers must also possess the core soldier skills that underpin survivability and effectiveness in the field. This activity bridges that gap by challenging participants physically and mentally, reinforcing fieldcraft, and promoting collaboration across the different wings of the unit.

The three-day program combined physical resilience, navigation, and practical soldier tasks. Day one commenced with battle PT and the Canungra obstacle course – widely considered to be one of, if not the best, obstacle course in the Army – designed to test endurance and teamwork. Teams were then rotated through three separate navigation loops by day and one by night to test their precision, planning, and adaptability. Interspersed throughout were various stands demanding attention to detail, use reports and returns, and practical application of knowledge under time constraints. Points were awarded for speed in navigation legs, obstacle course completion, and casualty

evacuation, as well as successful execution of component tasks at the stands.

The winning team (MAJ Morris, SGT Stienstra, CPL Strauss, and CFNs Callaghan, Chrominski, Kersten, Peters, and Wakankar) demonstrated exceptional performance across all activities. Their success reflected not only individual skill but also effective teamwork and leadership.

Feedback from participants highlighted several key lessons, and these insights will shape next year's event, ensuring continuous improvement and greater alignment with operational requirements. The introduction of this annual training activity marks an important evolution for RAMS. By reinforcing All Corps Soldier Skills alongside technical mastery, the school is preparing its personnel for the complex demands of Army Aviation operations. With strong engagement, valuable lessons learned, and plans for enhancement, this initiative is set to become a vital component of RAMS' approach to developing resilient, capable soldiers.



/ Day nav in the CFTA.

Preparing the Next Generation of Aviation Technical Leaders

The AVN TECHN WO SUBJ4 course is one of the most demanding and consequential programs within Army Aviation. Designed for senior sergeants, this year-long course prepares candidates to assume the role of Hangar Artificer and take responsibility for maintenance, fleet, and personnel management at the unit level. It is a critical step in shaping leaders who will safeguard Army Aviation capability through technical mastery, regulatory compliance, and effective leadership.

Divided into two major components, the course involves a gruelling five-week Operations Phase at the Army Aviation Training Centre, where candidates are tested in planning, coordination, and execution under simulated conditions. This phase demands adaptability, sound decision making, and the ability to lead in complex environments. The second component sees the students in Melbourne for five months of academic study, delivered in partnership with RMIT University. Through this program, candidates earn a Diploma of Aviation Maintenance Management, equipping them with the knowledge and analytical skills required to manage maintenance systems and workforce planning at scale.

This year's cohort demonstrated exceptional commitment and professionalism. SGT James McMullen was recognised as the Academic Student of Merit, excelling in the rigorous academic component and demonstrating outstanding coursemanship. SGT Jason Hoare distinguished himself during the Operations Phase, earning the Student of Merit award for outstanding leadership and performance under pressure. SGT Hoare also received the prestigious Artificer of the Year Corps Award for 2025, a testament to his technical expertise and exceptional leadership qualities.

The AVN TECHN WO SUBJ4 course remains a cornerstone of Army Aviation's professional development framework. By necessity, it is a challenging course that combines operational realism with academic rigour, and ensures that future H/ARTS are not only technically proficient but also capable of leading teams and managing complex maintenance systems. This year's graduates have been particularly noteworthy, and will play a vital role in sustaining Army Aviation capability and driving excellence across the Corps.



/ Additional obstacle course photos.



/ Additional obstacle course photos.



/ R.M. Millar Trophy.



/ Newly promoted WO2 Jason Hoare receives the Artificer of the Year Award from DHOC Air.

Army School of Electrical and Mechanical Engineering (ASEME)

Vehicle Technology Wing (VTW)



The CSS training component at ASEME was one of two school-wide activities that took place throughout the year for all trades, alongside the Soldier Skills component to reinforce basic dismounted skills learned at recruit training. The CSS component was previously delivered in a lessons package with minimal practical activities, which although achieving the training outcomes, also presented a missed opportunity to enhance the training conducted. In FTX-2 2025 the CSS component was redesigned to incorporate a hybrid model of theory lessons package, delivered prior to undertaking realistic training in a field environment. This saw the trainees deploy into a field position as part of a CSST and undertake a series of Forward Repair Team tasks with a live training scenario and enemy combatants. This is the first time that the trainees experience working and living out of a vehicle in the field, and provided an opportunity to fill a critical knowledge gap between dismounted and mounted operations, and employing their technical skills in a tactical environment. Ultimately, this activity better reflects real world conditions for the soldiers and aviators, better preparing them to join their units in the future and deploy into austere environments.

Women In Trade: Empowering Connection and Capability at ASEME

The Women in Trade (WIT) initiative at ASEME is designed to foster connection, education, and empowerment for women undergoing trade training. With women making up just 5.6% of ASEME's personnel, the need for targeted support and networking is clear. WIT offers a fortnightly one-hour catch-up, providing a relaxed yet purposeful space for female apprentices to connect, learn and grow. Each session features guest presenters covering topics such recruitment and giving back (ADF Specialist Recruitment), benefits and admin (Admin Clerk), burnout and stress management (Wodonga RSL Event Coordinator/Clinical Psychologist), injury prevention and pelvic health (Physio), training to your cycle (PTI's), incident reporting (Military Police), and mental health resilience (Defence Psychologist). Aligned with Defence's commitment to UNSCR 1325 and the Defence Gender, Peace and Security Mandate, WIT supports key lines of effort including education and training, personnel, and mission readiness. By strengthening peer and mentor relationships, ASEME is setting the standard for inclusivity and capability across the ADF.

Armament and Construction Wing (ACW)

The Armament and Construction Wing of 2025 made a valiant display of fighting spirit and dedication to trade across the RAEME, RAE and RAAF cohort. Practicing this "fight through, together" mentality positioned the Wing well for the release of the Warfighting Directive from Commander 1st Australian Division, and the opportunity to analyse the fitness of the constructive (read: training) environment for preparing our junior tradespeople to integrate into a modern fighting force. The mission of Armament and Construction Wing remains to PREPARE Carpenters, Plumbers and Weapons & Material Technicians for the Integrated Force and future of warfighting.

The foundation of this mission is the generation of confident, competent, and trade-accredited soldiers and aviators through industry certification and collaboration with contracted partner Wodonga Institute of TAFE as the Registered Training Organisation. Its pillars are the individuals it creates. The hands that swing the hammer, torque the wrench, turn the lathe, and shoulder the weapon. Tailored military exposure is critical in a time-limited constructive environment to mould apprentices ready to meet the demands of the On-the-Job-Experience and School of Military Engineering networks and integrate into the live force environment.

Underpinning all of this is the trade development cycle, which sees competencies added, amended, and removed from ECN LMPs as new capabilities are invested by Capability Managers. The rising 'Speed to Capability' ideology adds a new dimension to this. A three-to-four year apprenticeship can create competency misalignment between cohorts. ACW has grappled with this regarding specialty welding and sheet metal competencies for ECN 146.



So how does ASEME mitigate these risks? Context.

ASEME primarily conducts just-in-time exposure to military concepts and techniques in barracks and field iterations. FTXs 25-1 and 25-2 saw a consolidation of effort to two core blocks: Soldier Skills and CSS. Ab initio trainees refresh SKABs introduced at 1RTB and 1RTU, enhanced by the lived experiences of staff and in-service trade transfers trainees. ACW staff take pride in delivering the annual LFX package where the growth in confidence and martial skill trainees demonstrate on range is a testament to the dedication.

The underlying principle for all this training is 'strive as an as individual, excel as a collective'. This training model ensures the trainees are developing individual skills to ensure they are hard to kill individually and empowering them to perform as part of a trusted team. The network at ASEME hones this model by drawing from a wide base of knowledge to develop the culture, ethos and set realistic expectations to the newly joined force.

The trained force understands the stressors that service has on self and family, but the ab-initio trainee has minimal context. Trainees exist here in the constructive environment for at least 18 months, enabling the perfect opportunity to develop simple attributes to qualities we expect from our junior

leaders. Outside of formal PME, ACW has strived to highlight personal, family and community welfare. Incorporating a Hi-Vis Day recognising tradie mental health, supporting the Rutherglen RSL gun refurbishment, and support to an RAE Veteran and their family in the AWMA. Of critical success was the media coverage that followed WO2 Sutherland for his 110km community run 'Meet you at the Top' which was crew supported by ACW personnel. These engagements have promoted a culture of support those friends and family that enable us to go away and fight should the call arrive.

Lastly, I want to link back to the Warfighting Directive. ACW has a proud history of developing junior tradesmen and women highly competent at their job ready to empower RAEME, RAE and RAAF. As ADF as a whole evolves its preparation for war, those in the constructive environment are well positioned to develop the ab-initio soldier and aviator into a trusted competent addition to the live force.

Electronics and Electrical Systems Wing (EESW)

Well, it has been another year at the Home of the Crafty – ASEME, with the staff and trainees at EESW being anything but bored. From the administration and mischief that a handful of trainees create, to the introduction of new equipment and

increasing teaching requirements for the Boffins, no two days are ever the same.

EESW is still one of ASEMEs most formidable wings, taking out the 2025 Champion Wing by a mile, although there is rumour that VTW are trying for a comeback in 2026, a challenge most welcome by the reigning champions. In the wing itself, trainee numbers are slowly increasing with Boffin courses now hitting panels of 10, a huge increase from this time last year where there were courses of two or three members. Energy Technicians, or as what we should have been called – Power Rangers, are at a healthy state, just under triple digits within the Wing. Our RAE and RAAF brethren have also been diligently learning their electrical trades, with two courses of electricians currently in the wing.

The trainees at EESW have also been busy working on numerous projects and extracurricular activities. These include: autonomous vehicles, robot dogs, drones of all different sizes, beautification of the wing with murals of different wars and, of course, the standard workshop essentials, like billy karts (champions again for 2025) and catapults in preparation for RAEME Birthday.

Late 2025 through to early 2026 has seen the first of the new MPGS generator fleet being delivered, with the new, much quieter generators planned to become part of the sustainment training completed within the generator training facility once IIS has been finalised by the Joint 8140 Project. The transition phase of old to new assets will have generator fundamentals delivered on the old 16 kVA fleet, with trainees ending their learning journey fault finding and repairing the new fleet. Sadly, the generator training facility has lost two of its most experienced instructors: Gus and Trevor. However, our two ex-418 CPLs; Daniel and Greg, have stepped up to the challenge, collaborating with Defence, IOT enhance contextualised training to be more representative and realistic preparing trainees for integration into the trained force.

On the Boffin side, EESW have introduced the Remote Weapon Station (RWS) 400 training package with some very positive results; trainees are enjoying real-world application of the equipment with simulated faults. Additionally, Boffin staff have been





deployed to the Middle East on OP Accordion, displaying their Biomed skills.

Due to limited staffing in Workforce and Training Group, EESW trade staff have been assisting in the introduction and development of trade training courses around the country, IOT ensure training is targeted correctly and delivered effectively for the electrical and electronic trades.

The updated ASEME biannual field training exercises have seen trainees rediscover their critical all-Corps soldier skills that come back quickly once immersed within a realistic field-training environment. Through continual improvement and collaborative planning, it is expected that the 2026 field training exercises are targeting trainees' needs in order to maintain those all-Corps skills to support their transition to unit training.

Finally, EESW has been continually seeking to improve the trade training experience conducted for all trades within the wing. The intent for these Soldier/Aviator/Tradespeople is to, not only to be qualified men and women in their chosen trade, but also competent,

enthusiastic individuals ready to undertake OJT's and move into the wider Army. They aim to continually build on their knowledge and skills to deliver a capability in support of land power for Army.

Career and Advanced Training Wing (CATW) - CPL Thomas Eade and WO2 Clinton Luxford

If you are a RAEME electronics, vehicle or weapon technician who has ever thought there must be more to life than tagging radios, changing windscreens, or inspecting Steyr, you are absolutely right. In Specialist Equipment Training Group (SETG), Career and Advanced Training Wing (CATW), we offer specialist equipment training for the Army's in-service equipment to future technicians working or wanting to work in the armoured fighting vehicle and artillery space.

In Service Equipment

SETG's schedule over 2025–2026 contains maintenance training to the ADF's legacy platforms, ensuring technicians are equipped to maintain and sustain critical Army capabilities such as:

- **Electronics Control Systems** courses cover legacy platforms such as the ASLAV, AMSTAR, and biomedical equipment.
- **Vehicle Systems** maintenance courses include the M88A2 Hercules, Bushmaster PMV, and M113AS4.
- **Armament and Artillery Maintenance** training features specialist instruction on the ASLAV and M113AS4 turrets, M777A2 howitzer maintenance, and the Ordnance Examiner course.

New Equipment – New Training Opportunities

SETG is currently delivering Introduction Into Service (IIS) courses for both electronics and vehicle technicians, focusing on the ADF's heavy armoured combat engineer vehicles (CEV):

- M1074 Joint Assault Bridge
- M1150 Assault Breacher Vehicle

Both platforms are based off the M1A1 Abrams platform and represent a new capability and chance to branch out in trade skills. The CEV IIS Gap Courses are currently being delivered over Sep – Oct 25.

Looking Ahead: M1A2 SE Pv3 Training on the Horizon

Exciting developments are also underway for sustainment training on the Abrams M1A2 SE Pv3. SETG is currently developing training programs across the weapon, vehicle, and electronics spaces, with courses expected to commence in Q1 2026.

If you missed the IIS training for the M1A2, this is your chance to get up to speed and stay relevant as the Army transitions to the next generation and most up-to-date Abrams main battle tank.

Future Platforms

New ADF capabilities coming to ASEME in 2026/2027 include:

- **AS9 Huntsman** self-propelled artillery
- **AS10** Armoured Ammunition Resupply Vehicle (AARV)
- **AS21 Redback** Infantry Fighting Vehicle
- **Boxer** Combat Reconnaissance Vehicle

These systems will form the backbone of Army's armoured capability and are your opportunity to work on exciting new modern equipment.





Interested?

No matter what RAEME trade you are, CATW has something to offer. It is your chance to move beyond base trade maintenance and get your hands on the Army's big guns heavy armoured equipment, or progress through career advancement courses.

So, if you're keen to work on in service or future platforms, check out the ASEME home page – CATW and nominate for specialist equipment courses or career courses, and keep us in mind if you'd like to instruct in these areas or on these new platforms in future posting cycles.

ECN 226 Recovery Technician Training – Keeping the Army Moving
From the eyes of a course manager and instructor

What is a Recovery Technician?

A Recovery Technician is the master of getting you out of a sticky situation. They are skilled in their ability to get you home after a roadside breakdown or to get you back in the fight. They fear no bog hole, rather, they jump at the opportunity to bathe in a free pelotherapy treatment that others would line up at the door for. They are the battlefield clearance that you would otherwise think you did not need.

Where do you train?

The skilful art of vehicle recovery is not only limited to Land materiel but, on occasion, spreads to the wider world of aviation and the littoral space. These skills are honed over 138 days of critical employment training at Army School of

Electrical and Mechanical Engineering (ASEME) under the professional institution of the Careers and Advanced Training Wing, located at Gaza Ridge Barracks, North Bandiana.

I am interested, what does the training look like?

Over the 138 days of training, Recovery Technician trainees are exposed to multiple training organisations. These organisations include the Wodonga Institute of TAFE, where trainees gain critical skills of dogging, 60T mobile slewing crane, as well as, chain of responsibility and fatigue management. They also train with Australian Defence Force School of Health for casualty extrication from various vehicles, and ASEME Armament and Construction Wing for the use and operation of oxyacetylene/LPG cutting equipment.

Through the duration of the Recovery IET, trainees of the course go through a range of modules. These modules include but are not limited to Common Induction Training; MilSkills; knots and lashings; lifting and tie-down equipment inspections; in-service chainsaw operator; 42M Medium Recovery Vehicle and 45M Heavy Recovery Vehicle driving and ancillary operations; Heavy Recovery Plant Equipment Trailer towing; and of course, extrication (winching, writing) of equipment casualties.

Are you facing any issues with training?

Like all other trades within RAEME and the greater ADF, Recovery Technicians do face issue with retention. Keeping people motivated and professionally

Careers Cell

Careers Cell, CATW, has had a busy year completing 6 sessions of SUBJ 4 CPL, 4 sessions of SUBJ 4 SGT, 3 sessions of SUBJ 4 WO, and 2 sessions of the MOBC. Residential training has been reintroduced for the first time since COVID for the SUBJ 4 course and we are currently in the early stage to transitioning the MOBC from online to Face to Face allowing those young RAEME Officer's to strengthen their TSNs. The trade trip to CASG, Monegeetta and various Defence industry partners for SUBJ 4 SGT has also been reinvigorated. As well as this, course LMPs are being updated to modernise content and align to the new processes introduced through SAP.



engaged in their chosen trade during a peacetime military, can always be met with difficulties in finding the root cause; however, this does not affect our ability to train members to the highest of standards, nor our ability to conduct our trade role. ASEME CATW Recovery is at an all-time high in regards to recruitment, and for the first time in nearly a decade, we are at capacity panels for the IET Recovery courses. Like most brigades in Army, we are not exempt from the logistical issues of part supplies, platform availability or permit dilemmas. With our permits for the 42M and 45M platforms, we adapt to the ever-changing challenges to ensure consistency in training with the focus on the assurance that the learners conducting their IET course meets all training requirements and then some.

Our facilities at recovery have been identified for overdue upgrade. As it stands, our vehicle compound and recovery training area will undergo refurbishments in 2026 to ensure the future proofing of our facilities and to ensure they satisfy the intent to provide critical trade training.

I hope this snapshot gives you an understanding of what goes into training a Recovery Technician and broadens your knowledge within the Corps.

SGT Matthew McCarthy
Course Manager
IET Recovery Technician Course

From the perspective of learners
CFN Anton Kuzevski

As a trainee in the Australian Army (or I can say ASEME) undertaking the Recovery Technician course, you will be pushed beyond the basics to master military vehicle handling under challenging conditions. The course is intense and hands on, covering everything from advanced driving principles to crane operations and winching techniques. The course also focuses on diagnosing mechanical faults and executing recoveries under pressure. Each day will test your focus, problem solving and resilience while learning and working with heavy vehicles, specialised equipment and unpredictable conditions. Being a Recovery Technician combines technical skill with real responsibility. You are trusted to recover vital military vehicles and equipment in challenging environments. This role puts you in the heart of operations where your decisions and actions directly impact your mission's success. As a Recovery Technician, you are keeping the Army moving making it a highly respected and rewarding position.

ECN 226 offers a range of qualifications that equip you with both technical expertise and practical skills in vehicle recovery operations. The qualifications you gain from conducting the IET Recovery Technician Course (RTC) are nationally recognised. They will provide valuable career opportunities within Army, as well as the civil industry.

GNR Jason Candy

As a trainee currently attending the RTC, I can confirm that this job has a lot to offer in regards to training, discipline and overall soldiering. This course consists of three main steps to each component that are covered over six modules comprising of theory and practical. The standards for becoming a Recovery Technician are high, but not impossible to achieve. The instructors are all SGTs and above and have decades of experience on multiple platforms. With their combined knowledge in leadership and mentorship, their skills are unmatched with the ability to guide and teach new trainees that come through with dreams to become a Recovery Technician. The RTC has a hands-on approach when it comes to working with the equipment and training aids to ensure that safety is of the highest priority, thus keeping everyone in and around the area safe. You can always trust a "Reccy Mech" to get the job done appropriately, accurately and safely.

Special Operations Engineer Regiment – Technical Support Troop: Engineering Reach, Operational Impact



Throughout 2025, the Special Operations Engineer Regiment Technical Support Troop (SOER WKSP) demonstrated its enduring relevance and growing operational value across the Special Operations community. Marked by sustained overseas operations, expanded domestic commitments, and the successful integration of new responsibilities, the year underscored the WKSP's ability to deliver adaptable, expeditionary engineering support in complex and often austere environments.

SOER WKSP participated in multiple overseas operations and engagements alongside international allies in support of both operational and force generation activities. These deployments frequently required WKSP personnel to operate in locations where traditional logistic support was limited, delayed, or entirely non-existent.

In these environments, WKSP teams delivered critical maintenance effects that ensured continued mission capability at key operational nodes. The ability to deploy small, highly skilled teams and rapidly adapt to coalition equipment and systems proved essential, reinforcing SOER's reputation as a trusted and interoperable partner within allied Special Operations networks.

Beyond deployed operations, WKSP played a central role in advancing workforce capability across SOCOMD in 2025. The workshop delivered multiple SOCOMD endorsed courses throughout the year, training not only SOER personnel but also members from both East and West Coast

Special Forces units. This deliberate approach to upskilling and cross training strengthened the broader SOF technical workforce. By expanding exposure to specialist equipment and systems across the command, WKSP helped develop tradespeople who are not only masters of their core trade, but also capable advisors able to maintain and sustain specialist capabilities wherever they are employed. This investment in people directly enhanced resilience, interoperability, and operational flexibility across SOCOMD.

2025 saw WKSP supporting multiple Lines of Effort, with a significant proportion of positions activating at short Notice to Move. These demands highlighted the value of the WKSP's modular force design and readiness posture. Operating in small FRT configurations; often integrated closely to or within the Force Element (FE) WKSP; demonstrated an ability to generate a sizeable, diverse, and highly capable maintenance asset in support of SOER Special Effects. This approach enabled rapid force projection while maintaining technical depth, ensuring commanders could rely on assured maintenance and engineering support regardless of scale or location.

A key milestone for the year was WKSP's absorption of a capability component traditionally executed by the Special Forces Engineers. Through multiple operational engagements, the WKSP consistently demonstrated technical competence, reliability, and professionalism. As a result, the workshop was entrusted with ongoing responsibility for this capability. This transition has delivered tangible benefits across the Regiment. The reallocation of responsibility increased SF Engineer capacity for higher priority specialised effects, while the WKSP continues to sustain and develop the inherited capability to a high standard.

Throughout the year, SOER WKSP provided novel manufacturing and engineering support to bespoke capability introduction, in addition

to modernisation and adaptation of existing capabilities. Working in close partnership with SF Engineers, WKSP members contributed to the complete capability lifecycle; from early concept and prototyping through to final design refinement and production of complex engineering solutions. This collaborative, end-to-end development model produced tangible mission outcomes. With assistance from SOLS, a bespoke capability was successfully tested and validated during TS25, providing SOER with the confidence to pursue and mature this capability into the future.

The year concluded with a significant cultural milestone: the SOER WKSP Tribute Dinner. This event recognised the service and sacrifice of all past and present JIRU, IRR, and SOER WKSP members, as well as their families. Importantly, the evening also served as a bridge for transitioned members and their families, reconnecting them with social, support, and welfare networks. The gathering brought together familiar faces spanning generations of service, with many reflecting that their time within the unit represented the most unique, demanding, and professionally rewarding posting of their careers. The evening also served to formally recognise a number of promotions, awards, and farewells, acknowledging WKSP members whose service to both the workshop and the Regiment was marked by excellence and distinction throughout their tenure.

2025 was a year defined by operational contribution, technical innovation, and organisational trust. SOER WKSP continues to prove that engineering excellence; when paired with adaptability, professionalism, and strong partnerships, remains a decisive enabler of special operations capability.

SOER WKSP's identity and culture; grounded in efficiency, adaptability, solution-focused thinking, and a uniquely Australian ethos, will remain its defining strength into 2026 and beyond.

Validam Primum Fascia, Art et Marte.

2nd Commando Regiment WKSP HQ



/ A Full RAEME Stick on Static Line.

2025 quickly developed into a very busy year for the Workshop of the 2nd Commando Regiment, with members providing technical maintenance in more than 10 countries across various operations and exercises. All members proved their worth and were able to keep the WKSP on track throughout the year, despite the copious amount of external agencies attempting to derail it.

The TST COMD has proved that he was the two-part epoxy holding the Workshop together (hopefully BOTH parts were used this time). Shielding tradies from above whilst continuously pushing for new opportunities internationally. CAPT J managed to find time to hand select himself for multiple operations, claiming that his bilingual characteristics were an asset in countries that spoke neither language. He also managed to complete his Static Line parachuting course, but doesn't remember anything after the plane took off – Definitely in the black.

WO1 B had his arm full with the sheer volume of new platform trials, RODUMs and Materiel Certifications. He considered his workload so immense, that he requested a personal chauffeur to drive him to work each day. Although he provided a variety of his own cars for the task, none were without copious amounts of outstanding maintenance and spent more time in the bays than the vehicle mechanics.

WO2 K once again consumed half of the ADFs annual bandwidth for emails, but kept the technical side of Marine Section on track by running interference with MVSP0 and Development cell. He was last seen power walking through the workshop double fisting energy drinks and post-it notes.

The EMEWO was kept busy chasing down nominations for courses and exercises but preferred to complain about Z1 notifications from the brew room. His favourite past time consisted

of reminiscing about 'the good old days' and eating large Bratwurst whilst deployed to Germany (post 1945).

EIR

During 2025, EIR delivered a broad range of capabilities across exercises, projects, and unit initiatives. Operationally, the section contributed to EX TS25 in PNG, enhancing interoperability with partner forces through joint training, while also providing technical support to elements deployed within the Middle East.

All section members successfully obtained a specialised insertion qualification, with personnel certified in either military static-line parachuting or small watercraft operator, enhancing the team's adaptability across diverse operating environments.

Innovation came to life through the establishment of the unit Coffee Shack, the creation of the section's 'Breaker Room', and the acquisition of a Thunder Laser Engraver. This expanded the section's capacity to produce officer memorabilia and gifts for partner forces. Morale and cohesion were further strengthened with the rollout of Hi-Vis uniforms, enabling Workshop members to better integrate with BGIS.

GE

Juggling various weapon platform trials and upgrades, the men from the Armoury have been kept busy bouncing between Singleton, Holsworthy and doing all of A SQNs work for them too. They also hosted various counterparts from foreign SF elements, which provided insight to how other nations conduct weapon maintenance. Members also contributed to ballistic testing of service ammunition against different protective mediums.

CPL N got his toes sandy on Op Accordion, stepping straight off the plane to win the Regimental Integrator shooting competition, (even if he was slower and had less impacts than the bloke in 4th)



/ The Breaker Room.

The resident AUS Navy Seal (Candidate L) finally passed his selection course after two years. Good luck with your reinforcement cycle. Fingers crossed they won't make you conduct a three-point turn in a zodiac, or tie a clove hitch.

CPL J fought against the rollout for Hi-Vis, and instead chose to continue to wear his son's short-shorts. Hopefully you can channel your son's inner strength to help you cock that Mk19 next time.

From building coffee shops to flipping eggs, CPL H spent most of the year avoiding weapon maintenance until they

forced him to swap his drop saw for an 84mm on EX TM25.

GE also saw multiple members deployed to various parts of SE Asia, supporting both weapon and light marine assets.

Marine

Marine members were spread thin between instructing on various weapon and trade courses, attending insertion courses, and dealing with endless RODUMs, crashed boats and the rollout of new platforms. Marine were also the leaders for running ranges within the WKSP. But then again, it's not hard to lead if you're the only one booking them.

CPL J and SGT M deployed on OP Kudu, with the RAAF granting them an extended European holiday via continuous airframe breakdowns, which delayed their RTA. Judging by their waistlines, plenty of Pyrogi was consumed. CPL M stepped up and covered their absence, and managed to herd the various contractors who conduct all of the trade repair work on our Rigid Hull Inflatable Boat (RHIB) Fleet anyway...

CPL J and LCPL A sailed up north for a summer holiday under Ex Tan Ops, although both returned whiter than before they left. Turns out those full-length wetsuits you were wearing whilst wakeboarding behind the boat must have decent SPF+.

The doctors finally cleared CFN H's chalky bone-snake to allow him to attend his para course. Fourth times the charm. The stars aligned for CFN L, who slotted his way onto the Military Free Fall (MFF) Course, and immediately refused trade work to go jump with his MFF Cronies, stating "I'm better than you, and you know it."

CFN H had barely completed his March-in before heading away for his suite of Marine Spec courses. Props to him for carrying the section this year. Hopefully your back is stronger than CFN H's, because you'll be carrying it again in 2026. CFN P solo'd Light Marine throughout the year, and was also the only member to conduct a Parachute Load Following (PLF) insertion for 2025. Hopefully it made the rough ocean transits worth it.

The section was also proud to see Mr N (Formerly CFN N) awarded his CSM, and deservedly so. He promptly collected his post nominals, packed his bags, discharged and flew to a mine site in WA for triple the money.

Vehicle

TM25-2 has seen concept turn into reality, as two Rough Terrain Vehicles (RTV2) configured for FRT rolled out in support of a multi-role SO live fire exercise. The EX covered 700km over 4 days, with activities by both day and night. The small FRT comprised of SGT S (ERP Specialist), CPL H (Part time Armourer, Part time Carpenter), CPL J (Full time whinger) and CFN B (Sometimes Crafty, Full-Time Delegator) embedded into the Commando Teams. The boys were able to display their



/ Marine Section members in Darling Harbour.

Technical and Tactical skill sets whilst providing integral maintenance support across a variety of niche SO equipment. This included both in-service and trial platforms such as ATV, Polaris Dagor, UAS and SO specific armament.

CPL C the so called 'Sloperator' wishes he was selected for TM25 but due to failing miserably during the Integrator shooting competition, he avoided further embarrassment in front of the boys. Back at the WKSP, the 'A' team was still navigating ERP and trying to survive without the specialist.

CFN C (VM) was also busy carrying Marine section with back to back trailer repairs and instructing the MARWO to better qualify these so called 'Marine Engineers' IOT conduct their own work instead of relying on the premier section (Vehicle Section) to keep them afloat.

Summary

There are many other stories and photos we wanted to share, however our security cell is pretty quick to whip out the black highlighter. All things considered, the members of 2nd Commando Regiment Workshop have had a solid year, and successfully met the many challenges that come with supporting SF elements that constantly move faster than the admin required. Bring on 2026.

Foras Admonitio



/ Members on OP KUDU finally receiving the C17.



/ The integrated FRT on TM25.

10 Force Support Battalion – 10 Theatre Maintenance Company



/ CFN Robertson's recovery task – Erub Island.

Over the course of 2025, 10 Theatre Maintenance Company (10TMC) has engaged in many activities both internal to the Battalion and external. 10TMC started the year with exercises Maybiya Crawl and the subsequent Maybiya Walk. This entailed all available members to partake in an arduous 5-day block in the Townsville Field Training Area (TFTA) conducting basic soldiering skills, honing their skills in the heat and rain of the Townsville weather. This exercise aided in the development of both soldiers and NCO's helping lead into the second exercise Maybiya walk.

After a short 2-day break over the weekend, members returned to the TFTA to conduct a more RAEME specific training environment focussing on the specific roles of individuals within the section and their responsibilities within the field environment. This exercise has helped everyone within the TMC subunit hone in on their field skills preparing them for the tasks that would be conducted throughout the year.

10 TMC – Exercise Brolga Run

Over the period 23 May – 04 June 10 TMC deployed with 10 Force Support Unit (FSU) consisting of 145 SIG squadron, 1 MP, 26 TPT, 30 TML & 2CSC IVO Lucinda Sugar sheds. The opportunity to operate within the sugar sheds provided the 10TMC detachment with the means to develop and hone their field maintenance skills in a more realistic environment as well as providing them with a solid foundation to be able to conduct field maintenance effectively and consistently. While in exercise the Energy technicians were busy providing support to all internal and external elements providing the means for set up/pack up of Field Power Distribution System (FPDS), generators and refrigeration equipment. 10TMC's Vehicle Mechanics were always hard at work with multiple tasks happening throughout the days. The VM's were put to the test as a member from 9TSP reversed a 40M carrying a fuel module into a fluid trailer missing the pintle ring and destroying the gladhand cover causing the 40M to be unable to

connect to the trailer. Due to the time restraints and mission criticalness, the VM's removed the gladhand from a neighbouring vehicle to restore the functionality of the mission essential equipment to ensure the mission could be achieved.

10 TMC – Exercise Saunders (Torres Strait)

Over the period 28 Jul – 22 Aug 25, CFN Robertson deployed with 6th Engineer Support Regiment (6ESR) on LMC8 AB1053 with a 42M to support the recovery of a Manitou on Erub Island. The recovery task consisted of the successful pull of a Manitou onto the road after the driver lost concentration and veered off the side of a small bridge. Luckily, no harm came to the driver and CFN Robertson was able to successfully recover the vehicle without any adverse damage keeping the equipment operational. LTCOL F Harrison, CSC, DSM wrote that CFN Robertson's assistance prevented the reputational damage to the contingent while restoring an essential capability for the delivery of Ex Saunders. This is a true stand out for CFN Robertson's exceptional trade skills and knowledge.

10 TMC – Talisman Sabre 2025

10 TMC hand selected a few of their finest members to represent the TMC workshop while on Talisman Sabre supporting 30 FST, based out of Charters Towers motor sport complex. From the initial footprint on the ground the Energy Technicians CFN Tinning and CFN Dawes were flat out, being required in all areas of the AO supporting the maintenance and power plans for 30FST, BHQ and all other neighbouring call signs. CFN Robertson (Recovery Mechanic) was also (as usual) pulled straight into action alongside VM CFN Olivares being tasked to recover a French Panhard VBL (Vehicule Blinde Leger) that had surrendered instantly. The exercise saw the opportunity to experience how our allies the Americans operated a mortuary affair position as well as giving our maintainers an insight into



/ 10 TMC – 9 FSB FRT.

how they conduct maintenance in a field environment. The 10 TMC FRT was tasked (among other things) to recover two American Humvees from the 11th Airborne. While on tasking, they additionally collected a 2RAR G-Wagon and another French Panhard VBL that made it through the entire exercise and gave up on the way back to base. The VM's over the course of TS25 where not particularly busy (surprisingly) with VM specific maintenance tasks only conducting minor services and the odd gladhand replacement however where always pre occupied assisting CFN Robertson recovery tasks.

During the month of June, 10 TMC conducted a rotational based FRT down to RAAF base Amberley to conduct repairs, services and general maintenance on 9FSB's MAN trucks and G-Wagons due to the lack of man power and tasking's within 9FSB. This rotation was biweekly, sending two

member at a time. Overall moral was high due to the high workload.

10 TMC – Army Aboriginal Community Assistance Program (AACAP)

Over the period of August – September CFN Wright (Fitter) deployed with 35 Water Transport (35WTS) as the vessel engineer to support 6 Combat Engineer Regiment (6ESR) by delivering building supplies and vehicle parts to neighbouring islands IVO the Northern coast of Australia and as far out as Erub island in the Torres Strait. While transiting along the coast CFN Wright needed to conduct basic maintenance and up keep to the inboard 8V92 Detroit diesel engine and he also needed to do an emergency repair on the steering while coming into port. After some investigation he discovered that three grub screws had worked their way loose from the helm, after replacing the grub screws the crew were able to port safely.

10 TMC – Littoral Riverine Survey Squadron (LRSS) Support

CFN Chen and CFN Wright where deployed down to Holsworthy Barracks (Sydney) to conduct Technical Inspections two Army Safety Watercraft (ASW) and three 55hp outboard motors for HMAS Canberra. CFN Chen and CFN Wright conducted visual inspections and static testing before conducting a harbor and basin trial for both ASW's.

10 Close Maintenance Platoon Darwin (CMP-D) - FRT

Due to the Energy technician posting out of CMP-D post 2024, a small group comprised off one 418 CFN & one CPL where sent to Darwin IOT conduct TI's on the 14 fridges located within 3 CATR due to their inevitable issues. Over the course of a 10-day period CFN Dawes and CPL Stewart conducted TI's on all the fridges located in the 3 CATR yard.



/ LCM8 – Unloading supplies on Sui Island.



/ CFN Dawes filling up an on-board fuel tank on the 10 FT FRSD.



/ CFN Dawes & CPL Stewart utilising a makeshift funnel to perform a service FRSD.

kilometers from the rest of the team, a handful of greasy hands, stubborn attitudes, and a few questionable decisions can still keep the Army moving.

The Year That Was

The year began with a bang, or more accurately, several bangs from vehicles that “were running fine yesterday.” With the Top End heat cooking both man and machine, the Crafties knuckled down and got to work, keeping 17 BDE’s and 1 HB’s fleet turning and their own sanity mostly intact.

It didn’t take long for the calls to start rolling in: “Can you send a VM for this?,” “Do you guys have a spare battery?,” and everyone’s favourite, “Can we come use your tyre changing machine?”

The team answered every one: fuelled by caffeine, good humour, and a deep-seated fear of errors in ERP.

Along the way, members were sent on maintainer and subject courses, the perfect excuse to get them out of the workshop for a bit. They came back with fresh skills, new knowledge and just enough enthusiasm to share their newfound wisdom, whether you asked for it or not.

Ops, Exercises, and Adventures

CFN Johnston led the charge this year with two Operation Resolute deployments, clocking more sea time than the Navy’s budget. Meanwhile, CFN Dawson took part in one Operation Resolute before turning amphibious, helping HMAS Canberra restore its

Unfortunately, due to time restraints and parts issues we were unable to conduct any repairs.

Once the FRSD TI’s were out of the way CFN Dawes cracked straight into any other maintenance that needed to be conducted with the limited time we had remaining. CFN Dawes managed to smash out 2 x 16KVA TI’s as well as investigate a power issue and subsequent TI’s on 2 x 2.5KVA’s on the request from 1MP Darwin. Unfortunately, after adjusting the valve clearances and cleaning the fuel injector on both the Gensets it was decided that both would need to be rotated through JLU to have further investigation into the power issue.

Whilst CFN Dawes and CPL Stewart were working hard during the week, they both had the opportunity to partake in some sightseeing and of course visiting the local ‘Watering holes’ over the weekend.

Close Maintenance Platoon – Darwin “Still Sweating, Still Swinging, Still RAEME”

As the humidity rose and MILIS (rest its soul) gave way to the new ERP system, the mighty Darwin Detachment of 10 TMC once again proved that distance from the main body only makes the heart and the toolbox grow stronger. This following account is by CFN Feokistov:

Under the calm, yet mildly concerned command of CAPT GS Dhanoa, CMP-D kicked off 2025 determined to prove that even when you’re hundreds of



/ A picture from Berry Springs.



/ CFN Dawes unable to hold in his excitement while at watering hole.

zodiac capability for amphibious beach ops. Word is he now insists on being called “Bosun Dawson” and hums Pirates of the Caribbean whenever near a boat.

During Talisman Sabre, LCPL Cox, CFN Johnston and PTE Jones were flown into Shoalwater Bay to play enemy party. They took their roles a bit too seriously, leaving the opposing force and themselves slightly traumatized and confirming that the only thing scarier than a VM with a spanner is one pretending to be the enemy.

CFN Dingle was also in the thick of it, supporting 1 CSR throughout Talisman Sabre and proving invaluable in bolstering 1 BDE’s capability. When he wasn’t elbow-deep in repairs, he knocked over his Combat Shooting Course with Bravo Company 1 MP. Clearly not content just fixing gear, he’s now trying to outshoot and outrun everyone too.

CFN Dowling and CFN Street did their bit with 1 CSR, assisting in Exercise Pred Walk and Run, Impressive given most of us start sweating just from tightening a wheel nut in the Darwin sun.

Achievements and Bragging Rights

This year wasn’t just about work, there were some serious wins worth celebrating.

CFN Dawson, CFN Johnston, and PTE Jones represented CMP-D in the Military Skills Competition down in Townsville and brought home second place overall. Not bad for a bunch of maintainers who think “camouflage” means “wiping grease off your hands.”

The RPS backlog was a beast all its own, two years of missing, misplaced or “somehow still in the wrong bin” components stacked high enough to make anyone’s head spin. CPL Norris powered through fuelled by caffeine and sheer determination with his sidekick PTE Jones. By the end, the parts were sorted, the office mostly intact and Norris downgraded his caffeine intake from heroic to human - decaf at last.

Then came the cherry on top, the workshop was awarded the Team Army Award, proving that despite the heat, breakdowns, and tasking’s, CMP-D can still deliver results worthy of recognition.

And speaking of recognition, CFN Graves made sure RAEME was seen and heard by smashing the Robertson Barracks BFA run record with an insane 7 minutes 21 seconds for 2.4 km. The rest of the platoon now avoid running with him for safety reasons — mainly pride.

CMP-D 2025 Line-Up

- CAPT GS Dhanoa – PL COMD – Chief ringmaster and keeper of calm amid the chaos.
- LCPL Cox – Greaser – Promoted, responsible, and still pretending he knows what’s going on.
- CFN Johnston – Greaser – Two Operation Resolutes and one OPFOR mission; still insists he’s due for a rest.
- CFN Graves – Greaser – Alternator mod expert and the fastest man on Robo, especially when knock-off gets called.
- CFN Street – Greaser – PMV whisperer and communicates with vehicles better than people.

- CFN Dingle – Greaser – Three trades deep and still finding new ways to outshine the rest of us.
- CFN Feoktistov – Greaser – Still believes “it’ll be a quick job.” She’ll learn.
- CFN Kumar - Greaser - Has spent more time on leave than in the workshop - living the dream.
- CFN Henderson - Greaser - Fresh from South Australia and still trying to figure out where the shade is.
- CFN Dowling — Boffin — Genius in theory, invisible in practice.
- CFN Dawson – Gun Plumber – Amphibious tradie, mil skills athlete, and the workshop’s resident motivator.
- CFN Amey – Gun Plumber – New to the team, still learning the difference between cleaning and stripping a weapon.
- CPL Norris - RPS - The human embodiment of efficiency, minimal talk, maximum results.
- PTE Jones - RPS - Professional parts shuffler and part-time forklift enthusiast.

The Wrap-Up

As 2025 comes to a close, the Darwin crew can look back with pride and a few heat-stroke-induced flashbacks, knowing they’ve kept the wheels turning across land, sea, and everything in between.

Between multiple operations, major exercises, competitions, and enough broken kit to make a depot weep, the members of CMP-D have once again embodied the true Esprit de Corps of RAEME.

And while we finally say goodbye to the old faithful MILIS and move to the brave new world of ERP, some things never change — the grease, the banter, and the ability to fix the unfixable with whatever’s lying around the bench.

Here’s to another year of laughs, hard work, and the eternal hope that ERP doesn’t die as MILIS did.



/ CMP-D on task with 1MP.

16th REGIMENT RAA TST

SGT Bradley Harper EIR SGT



/ EIR Section servicing a Canister Launcher.

The year 2025 at 16 REGT RAA has been challenging yet rewarding for members of TST this is due to the REGT recently receiving defences new National Advanced Surface-to-Air Missile System (NASAMS) fleet of RADARS, launcher systems, Electro Optical/Infrared (EOIR) systems, Fire Distribution Centre and working throughout the coming years for Final

Operational Capability. The unit has participated on multiple Exercises being EX ARAFURA SHIELD, EX RAPTOR STRIKE/STING and EX TALISMAN SABER.

In EIR there has been a heavy reliance from the unit on ECN 418 & ECN 421 trades working together to great success, this was achieved



/ VEH Section hard at work out field.

by conducting up to medium and sometimes heavy grade repairs on NASAMS equipment as well as pre fire checks as part of live fire activities. The training liability for ECN 421's sees you complete approximately 6 months of equipment courses for the NASAMS fleet, so if you want to be at the forefront of the boffin trade and increase your trade knowledge and application of skillsets 16 REGT RAA is the place to be. For ECN 418 they have worked on unique ENIQUEST generators as part of the complete firing systems for NASAMS and CEA specific thermal and generator systems, overcome numerous issues, and shown unique problem solving skills in both the field and barracks environments.

Members of the Vehicle Section of TST have produced a solid effort throughout the year and been integral to the units success having a vehicle ratio of 1 tradie to 20 vehicle platforms. This has been challenging due to the multiple Exercises, ongoing training liabilities and the relocation of 16 REGT RAA from Woodside to Edinburgh. The known parts issuing from ERP as you are all aware of has also presented it's challenges however relying on the TSN built with surrounding units of Adelaide and JLU(S) has allowed for a successful 2025. The highly valuable ground trades, ECN 229 and 226, displayed teamwork, excellent trade knowledge and esprit de corps in support of the Exercises in 2025. through the twenty plus days conducting the road self deploy to the numerous locations. There were days of smooth sailing, following the great open road to our wonderful night locations, with the weather always proving us with clear blue skies (raining cats and dogs). On the other days we dealt with operators driving with EDC light displaying, incorrect oils adding into components and general wear and tear, its broken, Nat Recover it - Quote "we have no phone reception." Sadly, I say, the Eleccy saved the day, on at least, one occasion – turn it off and on again.

General Engineering section this year has successfully established an adverse

manufacturing area consisting a creality ender 6 3D printer, a thunder laser CO2 engraver and a Fibre engraver. This area has enabled the section to now complete medium grade repairs for weapon with regards to serial number engraving thus reducing down time and also create some prototyping ideas for repairs on L121 and NASAMS. As 16 REGT RAA has a large vehicle fleet, the unit has expanded its fuel asset holding increasing the maintenance liability on the three man section, the General engineering section hit the ground running and ensured all fuel assets were serviceable for all five exercises the unit held during 2025.

EXERCISE AURAFURA SHIELD saw the unit self-deploy from Woodside to RAAF Base Tindal. On a warm sunny day in early March sky's were clear, until the 45M decided to go down to a general steering fault vibrating and pulling to one side this occurred about 60 km's outside of CUTA. This left the move and return without recovery asset however this was overcome with ingenuity from ECN 226 overcoming numerous issues and allowing a successful road move and return. The exercise itself was not without it's issues but the EIR section overcame numerous faults and conducted repairs on RADARS and FDC's which allowed the exercise to produce great outcomes for the unit in regards to final operational capability.

EX RAPTORS STRIKE/STING saw the REGT deploy to CUTA then off to Woomera for a live fire. The first component saw a deployment of a BTY and a TP of NASAMS equipment, which saw multiple platforms go down such as vehicles, RADARs, launchers, and fuel assets, which were overcome by the hardworking members of TST. For the live fire component, ECN 421's conducted the live-fire pre checks which enabled a successful live fire of AIM 9 missiles from multiple launcher platforms being the High Mobility Launcher (HML) and Canister Launcher.

EX TALISMAN SABER saw the unit again self-deploy from Woodside to RAAF Base Tindal over a period of 5 days. This was a unique EX seeing the unit deploy on Air Force base while being rationed into the mess. The size of this activity was once again a BTY & TP with CSS supporting. Mid way through this activity it provided a challenge of CSS being split between supporting a BTY at Tindal and a TP at Bradshaw to great success. The Bradshaw team



/ VEH Section hard at work out field.



/ Energy Technicians hard at work at EX ARAFURA SHIELD.



/ Members of TST who participated on EX Raptors Strike.



/ 16 REGT RAA group photo TS 25.

supported a live fire working in tandem with US Army counterparts. Once again EIR conducted the pre fire checks to enable a smooth live fire of AMRAM missiles on the Canister Launcher system. Following the return from Bradshaw TST was again split to

provide support for an activity at MT Bundy, Bradshaw and Tindal this required multiple trades to work in a multitude of roles to achieve a successful EX TS. Following that a smooth RTU to 16 REGT was conducted.

20th Regiment, RAA – Seek to Strike from the Workshop

Capability Transition: Farewell SH200, Welcome A61 Integrator



/ Air workshop members supporting 3 Brigade at Townsville Field Training Area.

2025 has been a pivotal year for RAEME elements within the 20th Regiment, Royal Australian Artillery (20 REGT), marked by significant operational contributions and capability transitions. RAEME personnel have played a critical role in supporting a range of high-tempo exercises, including Operation RESOLUTE, while simultaneously navigating a major platform transition. 20 REGT is now fully committed to the A61 Integrator Uncrewed Aerial System (UAS) platform and by the end of 2025 is expected to have six Integrator systems, increasing the previous UAS capability, and paving the way for the future growth with emerging technologies such as AI payloads and loitering munition capabilities.

Exercise Highlights To achieve project milestones, 20 REGT has participated in several exercises including a regimental shakeout on Chimera's Walk in March 25, followed by North Queensland Warfighter and support to a Live Fire EX then Talisman Sabre 25. Each trip contributed to the regiment's operational development and resilience and through hard work and perseverance the Initial Operating Capability (IOC) was declared shortly after EX TS25. However, beers have been put on ice, as the Integrator

UAS capability was then called upon to support Operation RESOLUTE 25 to perform the role of scanning our nation's seas and protecting her borders. RAEME continues to provide essential technical support with both Air and Ground Workshops being instrumental in sustaining operational readiness and as always morale, ensuring that emerging capabilities are seamlessly integrated and maintained, whilst in the pursuit of Catan excellence.

North Queensland Warfighter 2025

In mid-2025, 20 REGT was called upon to support 3 Brigade during the North Queensland Warfighter 25 (NQWF25) exercise, held at the Townsville Field Training Area (TFTA). This major activity required rapid mobilisation and close coordination to deliver essential support across a range of operational functions. Air and Ground WKSP demonstrated their exceptional adaptability and professionalism, ensuring that capabilities were sustained throughout the exercise and that 3 Brigade received the technical support needed to maintain tempo in a demanding field environment. The Air WKSP faced a series of technical and logistical challenges that demanded precision, endurance, and adaptability. With limited access to spares and

extended operating hours, the team worked tirelessly to keep aviation assets mission-ready. Support from other units was also key in enabling the Air WKSP to maintain high performance under pressure. Their efforts ensured aircraft remained serviceable throughout the exercise, directly contributing to 3 Brigade's operational success and reinforcing the importance of RAEME's aviation capability in the field.

"The AV platforms demonstrated strong serviceability throughout the exercise, contributing to a stable and reliable operational environment. The activity also provided valuable insights into how we can enhance the setup of our maintenance area, particularly in terms of efficiency and safety. Operating with a small team has prompted us to reassess our manual handling procedures to protect our personnel while maintaining agility. We are continually exploring ways to improve our responsiveness and mobility. It's rewarding to be part of a growing capability, and the way we employ Tactical Uncrewed Aerial Systems (TUAS) is evolving rapidly as we adapt to new challenges and opportunities." WO2 AJ Harvey (Air WKSP ASM)

Talisman Sabre 2025

EX TS25 marked a significant milestone for 131 Battery, which deployed to the



/ Air WKSP setup during NQWF25. Left to right: CFN L Cavanagh, CPL T Hoerlein.



/ Air WKSP celebrate CFN Dunne's birthday during NQWF25. Left to right: WO2 AJ Harvey, CPL T Cox, CPL I Jones, SGT J Van Den Berg, CPL L Beeken, LT J Elliot, CFN L Cavanagh, CPL T Hoerlein, CFN J Dunne.

Shoalwater Bay Training Area with comprehensive support from both Air and Ground WKSP. The exercise, often humorously described by participants as one where "log just happens," highlighted the indispensable role of RAEME in ensuring that logistics not only happened, but happened effectively. Despite facing an unreliable supply chain and the challenges of supporting emerging capabilities with limited resources, RAEME personnel rose to the occasion. The team demonstrated resilience and ingenuity, overcoming issues with new equipment and maintaining operational momentum in a complex and dynamic environment. Their efforts were instrumental in enabling mission success and exemplified the adaptability and professionalism that define RAEME's contribution to the battlespace. Furthermore, the A61 Integrator TUAS achieved 276 flying hours doubling the fleet ROE at the time. This marked a significant

operational milestone, including the first successful strike by the OWL-B loitering munition, a joint achievement between 1 ARMD REGT and 20 REGT. Dispersed TUAS operations using Ground Control Stations mounted in PMVs was another box ticked and justifies the dozens of PMVs arriving. This opens up a pandora's box of capability options and the associated maintenance liability.

Looking Ahead

20 REGT, RAA will have a large changeover of regimental and technical command positions for 2026; however, the foundation of the unit is established as a highly capable and adaptable unit. RAEME Workshops will play a critical role to integrate and maintain new capabilities. As challenges emerge, RAEME will continue to lead from the front by innovating and ensuring that both ground and air elements remain mission-ready for whatever lies ahead. RAEME has done, and continues the heavy lifting in support of DEF129-3,



/ Ground workshop members during TS25. Left to right: CFN S Parker, LCPL B Lee, LCPL Z Garret-Harding, CPL M Hennessy.

and for this effort has received internal recognition for RAEME workshops as back-to-back recipients of the Army Team Award for 20 REGT.

Arte et Martel

Postings:

MAJ Torin Kelderman (ACSC), CAPT Dan Loder (UASPO), LT Jake Elliot (JSTVU), LT Roman Splawinski (CHMU), WO1 Scott Breen (1AVN), WO2 AJ Harvey (AAVNTC), CPL Lachlan Beeken (6AVN), CPL Luke Jones (JEWOSU), CPL Mariusz Uzulin (17CSSB), LCPL Nicholas Barton (6AVN), LCPL Brendan Greene (RMC), LCPL Gavin Jones (6 AVN), WO1 Andrew Smith (2CAV), WO2 Andrew Harris (LEA), CPL Zak Garrett-Harding (2HB), LCPL Bo Lee (SOCOMD), CPL Matthew Hennessy (5CSSB).

Separations:

SGT Jordan Van den Berg, CPL Nathan Bailey, LCPL Mitchell Gunn, CFN Abdul Wallace.



/ Ground WKSP LCPL Z Garret-Harding identifies a damaged tyre during TS25.



/ Air WKSP members during TS25. Left to right: LCPL N Barton, SGT S Penprase, CFN K Wallis, CPL M Uzulin, CFN B Hall, CFN J Maidment.

2 CER – Workshop Technical Support Troop



/ End Ex TS 25.

2025 was an extremely busy and eventful year for the Technical Support Troop at the 2nd Combat Engineer Regiment. The Troop deployed to TC Alfred Assist and EX Talisman Sabre 25, spending significant time away from home. Throughout these and the other minor exercises, the work kept rolling in. True to form, the Crafties of 2 CER kept the wheels and track turning, accomplishing a mammoth amount of work with a relatively small group of talented tradies.

TC Alfred Assist

In March, the unit deployed en masse via road towards Shoalwater Bay for Ex Terrier Walk 25. Having reached DSG Rocky and just prior to staging into the Bay we were informed we would be redeploying back to Brisbane, refitting for flood/cyclone assistance and heading to Lismore. Needless to say, this was an extremely hectic 48 hours. Happily, every vehicle made to it the Tropic of Capricorn and back, and almost all made it to Lismore (apparently engine oil is essential??). TST acquitted themselves in the usual fashion of finding the best gonk spots and mending the many things that like to bend, break, fail and disintegrate when used in those conditions. Of note, a couple of stellar recovery jobs by our

resident bogologist; one in the middle of the 'weather event' at 0200 down a wet, windy and closed-in track, and the other from non-vertical positions under intense external scrutiny. Alas not all can go smoothly. On one of our last days and with the sad sight of our 45M on its own low-loader heading out, we received the unthinkable news that Maccas had run out of stock and the locals were not impressed. Happily the return journey was uneventful.

Ex Talisman Sabre 25

Due to some light wind and rain earlier on in the year, a number of exercises had to amalgamate into one giant adventure. 2 CER workshop's mission was simple - for the period of June and July we were to repair equipment by any means necessary. As a whole, the workshop had some glorious wins that included the use of truck tyre inner tubes, hopes, dreams and a bit of 'Arte et Marte'. There were crushing defeats as well; an example of this was spending six hours in the sun to replace an O-ring on a hydraulic hose, only to have it leak again the next day.

Honourable highlights of the trip included a night's FRT to a Squadron position. This position was so highly skilled at cam and concealment, the

FRT could not find their location. After some quick thinking and map recon, the FRT found these well-hidden Sappers 2 grid squares down the road from the grid given in the EMEFIX.

During the R&R period, five members of the Wksp came up with an ingenious plan to climb a small feature close to the rest area. The plan was simple and the path was easy, maps were not looked at because how hard could it be? Armed with one litre of water, some ration pack M&M's and a RAEME



/ CFN Armstrong upon finding out his repair didn't work.



/ CPL Jeffers Road Trip.

flag, The Fellowship of Shoalwater Bay embarked. Four and a half hours later The Fellowship returned photos in hand, snakes and wild life avoided.

Post the R&R period, faces were painted, weapons were drawn and repairs continued late into July. The home stretch was on us, with moustaches long and morale at a sustainable level we headed home. CPL Jeffers tried to sort his own transport home, which came with its own challenges being his mode of transport did not have a working engine.

From the Sherriff's Notebook

This year the tool nominations have been exemplary. From the overuse of Chat GPT to really test that 5% truth, to the complete and whole truth that is the Lachlan's book of quotes. Ensuring we keep everyone in check when making outrageous claims - "I could fit 7 sausages in my mouth" - famous

last words!! Not every unit has a Tool system, but we were lucky enough to have a good group that cared about their end of year function. Every chit, every fine, all of it leading us to a better place. So feverishly, we bore the weight of every dim sim and choccy, trading morale for BFA times. But by God, it was worth it.

New Spanner Cart Build 2025

A few months into the year, the ACE tasked the workshop with designing and building a brand new billy cart for the 2025 RAEME Birthday. We wanted this design to reflect the 2 CER spirit and we decided to go with a plant based design. Schematics were drawn up and (definitely not new) parts and scrap steel was acquired. Our Metalsmith, CFN miller, created the base frame, then we went to work on creating our vision. As is always the case, proper work gets in the way of these things and delays ensued. However, the workshop



/ The Fellowship of Shoalwater Bay.



/ New Cart Mock-Up.



/ New Cart Build.



/ Movie Nights.



/ New Cart Show & Shine.



/ New Cart Post Race Beers.

came together to create the beast using all the skills of the different trades, with everyone adding their input. With the finishing touches being applied on race day, we finished this chariot of glory. When we stood back to admire our handywork, we discovered we had successfully created the heaviest billy cart known to man, weighting in at 330 kg without a driver. Rest assured, this did not dampen the workshop's spirit of trying to win the race. We came last, with a new record slowest time. However the cart's true beauty came after the race, as we were the only team able to use our cart as an esky during the post race celebrations. There are rumours this may have been the whole point of the cart to begin with.

Barracks Life

2 CER Workshop has endured yet another year of high-tempo production — and sappers being sappers, the former is usually the result of the latter. However, the “work hard” attitude has been equally met with a “play hard” spirit this year, along with some great opportunities for workshop members who have done an outstanding job representing both 2 CER and our beloved Corps. One such example is CPL Michael Cheese, who jumped at the opportunity to work with Matt Stone Racing during the Bathurst 1000 — trading knowledge, working long hours, and building strong relationships.

Regardless of workload, Tool of the Week was never on the back burner. Due to the “special” nature of our members, nominations were never in short supply, morale remained in abundance and no rank was safe. The Sherriff was indeed a busy man this year, handing out punishments for everything from Sergeants enjoying the WKSP BBQ before diggers were even made aware, to the ASM being so keen to return home after the Battle of Lismore he forgets traffic lights even exist.

We are very lucky to have the people we do, which has allowed us to create such a morale rich environment whilst maintaining strong production output. Special mentions to CPL Brandon Jeffers (‘Weapons Grade’ ECN 146 Master Artificer Award), CPL Michael Cheese (Soldier’s Medallion), and CFN Henry Levy and CFN Lachlan Armstrong (CO Commendations) – your efforts this have been exceptional.

We are sad to see members post out, but 2025 has forged lasting relationships and been a year to remember. Our best wishes to CAPT Anders Ohman, WO2 Mick Godson, SGT Ben Whiteside, CFN Nikolaos Alexopoulos, CFN Shane Hume and CFN Mat Alen.



/ CPL Jeffers being kindly reminded that the tool is to be within arms reach at all times.



/ CFN Armstrong taking the backups call a little too seriously.



/ CFN Bell-Dowman, CFN Alexopoulos and CFN Armstrong represent 2 CER on ANZAC Day.



/ CPL Cheese doing the Corps proud with MSR at Bathurst. 1000.

3rd Combat Service Support Battalion 102 FD WKSP LCPL Kieren Keel



Townsville broke its annual rainfall record by February and 3 CSSB's year started the same way as every other unit in Townsville, burdened with an overabundance of water. Our fleet was now partially amphibious and yet we never received sea going allowance. With Gum Boots in tow, we burned out Christmas calories drying the plethora of equipment under our care in preparation for whatever curve ball Townsville's high risk weather season had next.

102 FD WKSP completed the mandatory behavioural familiarisation training with record enthusiasm, in preparation for our year as 3 BDE logistical messiah and begun our journey into the first quarter of the year.

Q1 commenced with the introduction of multi-trade platoons and the LIMA structure. The trades were divided into platoons to provide technical and logistical aid to the BG's of 3 BDE. Our

first exercise for the year, EX WAPITI WALK, reminded us we are soldiers too, and provided the foundation for our cross-functional platoons. This highlighted the areas that required fine tuning and other areas that worked flawlessly.

On the cusp of Q2, we tested the implemented changes in our new platoons during the BDE War-Fighter exercise series. Morale was high and efficiency refined, we set up an FMA (Not BMA) to provide maintenance on a larger scale.

The platoons repaired varying vehicles from G-Wagons to ASLAVs, as well as providing a roadworthy inspection area to ensure the safety of the crew and the equipment for the drive home. The intention of the FMA was to remind the units that 3 CSSB is a brigade maintenance asset, we are here to help when, and where we can.

Q3 begun with EX TALISMAN SABRE, it was during EX TS that each LIMA found its purpose and begun to professionally challenge one another. Testing which LIMA provided the most support to their respective BG's. Nearing the close of the exercise, we established another FMA with little guidance but with equal success. This was due to the training we had during the months prior. As a result, 3 CSSB provided a larger scale of maintenance to the front echelons allowing a quicker and more effective advance onto the OPFOR locations. To close the Q3, we held a parade for a very special someone. WO2 Soult Walter Crock AKA 'Snappa' received her Long service medal for she's been a member in service since 1981.

In this final quarter, we prepared for the future by reflecting on the past and improving the present. Actions that require adjustments or reimagining are being addressed and training is being restructured to improve maintenance procedures. Members are being placed on varying courses, like weapons, driving and maintenance courses to further develop our capability to the BDE and ADF. Once we had finished the preparations for the future, it was time to begin unwinding. We had our unit and workshop end of year functions but they were just a teaser for the final act that was RAEME birthday. The event featured a car crush. Traditional competitions like a spanner toss as well as a relay, but the show stopper was the raffle. The profits of the raffle resulted in a large donation of 6K to Mates 4 Mates.

3rd Combat Signal Regiment



/ On conclusion of EX TALISMAN SABRE 25, OSS celebrate with a squadron photo.

3rd Combat Signal Regiment (3CSR) launched into 2025 with pride and tradition, hosting a regimental ball to mark 100 years of the Royal Australian Signal Corps. The event brought together past and present members in a celebration of service, history, and camaraderie. Following the festivities, Technical Support Troop wasted no time preparing for a demanding fighting season. Under the seasoned leadership of OC MAJ Ingram, ASM WO2 Koutsoukos, and the ever-resourceful SGT Helbich, the troop quickly found its stride. New faces joined the ranks, chain of command guidance ensured the team was mission-ready for the challenges ahead.

The regiment's first major field activity, EX BROLGA SPRINT, lived up to its name—an accelerated and dynamic exercise that tested the unit's ability to maintain mobile communications under pressure. Led by CPL Thomas, the FRT played a pivotal role in ensuring the communication effect remained

agile and uninterrupted throughout the exercise. Following the successful conclusion of EX BROLGA SPRINT, the team took a well-earned break before diving straight into preparations for the next mission set being WARFIGHTER and EX TALISMAN SABRE 25.

EX TALISMAN SABRE demanded a larger footprint from 3 CSR, with the Technical Support Troop (TST) stepping up to meet the challenge. The team was split across multiple FRT roles to maximise support for both 3 CSR, 3rd Brigade Headquarters and our international partners. FRT 1 deployed to Charters Towers in support of Brigade Main, where they quickly became indispensable. Their efforts focused on maintaining mobility for the 4 REGT team, who's PMVs were in a questionable state of repair. FRT 1 also spent considerable time working on ASLAVs from V12, ensuring that critical assets remained operational throughout the exercise.

While FRT 1 supported Brigade Main, FRT 2 deployed alongside the S5 node, providing critical support to 3 CSR dependencies operating in the field. Despite the dry environmental conditions, terrain challenges persisted—but the team rose to the occasion. Driving the FRT's PMV-M, LCPL Bailey Negra led a standout recovery effort, successfully extracting 10 out of 11 bogged vehicles, setting a new unit record and displaying the technical skill and determination of the troop.

Our current in-service field power generation could not effectively operate in our highly mobile, agile and light deployable nodes. There was a requirement to design and engineer a power solution to match. With his engineering background and passion for alternate and sustainable energy, OC OSS pushed his computer to the side, donned his PDs, and designed a solution, with the support of Jacob at Townsville Wholesale Batteries, which produced the "Pack-Out." The outcome of his countless hours of RnD and hardened hand calluses from endless cable crimps; the Pack-Out exceeded 3 CSR energy needs and enhanced



/ Silent Power Concept – Pack-Out.



/ Silent Power prototypes.

survivability. Congratulations to the OC and Jacob for bringing 3 CSR power systems in line with current industry practice. A big thankyou goes to the EIR team for persisting with LEADL drafts and modifications to trial the modular, hybrid design for Field Power Distribution. The slight over enthusiasm of the OC for Engineering and system design, wouldn't be possible without the WKSPs team.

3 CSR will share an engineering report on how the new field power system works once enough data is gathered and analysed. The build was the result

of trialling iterations throughout 2025 and learning which areas for testing needed further work. S5 and later supporting S0, was the leading testing for Enhanced Survivability trial for Field Power Distribution, getting Transport involved for the 'military precision' required to stow earlier iterations, as scene left. The first test of modularity is central below. This was tested by CO and RSM enabling high mobility for TAC parties.

The RAEME Birthday presented a new challenge for all units with the requirement to design and manufacture

a Kart from scratch. With a focus on safety and compliance, the boys did remarkably well in slapping together a Kart with WKSP odds and ends and race tyres from Bunnings. CPL Jake Sommerlad pushed the Kart to its limits finishing a well-respected 2nd place.

We concluded the year with a farewell to our OC, MAJ Logan 'Gav' Ingram at the ASM Golf Day. Once again, the Golf Day was a wash out and the wet weather plan enacted – X-Golf. 2025 was a challenging and fast-paced year; however, the WKSP team at 3 CSR proved once again that a small, devoted, and highly motivated team can achieve greatness – Well done from the OC and ASM.

Arte Et Marte.



/ 3 CSR TST 2025 (Absent; SGT Couper, CPL Croker, CFN Anderson, CFN van der Walt).

The Pilbara Regiment Workshops

CFN Joshua Hicks



/ RPC Course Littoral Insertion Training.

Within The Pilbara Regiment, the workshop is the beating heart of all unit activities. Never failing to meet the wild and vast expectations of the unit, this team is evidence of what years of experience, technical mastery and great problem solving can achieve.

The team dove into production in the tail end of the RTP, preparing us for the year ahead. Production was immediately hampered by several impending cyclones, the worst of which brought good fortune rather than despair with an early end to force concentration week. We welcomed new members to the shops, whom would fulfil our fulltime contingent. New Reservist members were welcomed throughout the year. With the team set for the year, and consisting of the ASM, WO2 Adam King, Veh Techs SGT Niall Woolley, CPL Chris Torrens, LCPL Callum Bullen, Wpn Techs CPL Reece Willcockson, CFN Josh Hicks, Aircraft Techs CFN Maddison Kropp, CFN Mitchell Kropp and Elec Tech CPL Todd Arthur, we dove out on FRTs and On Country Patrols (OCP) around the AO.

With distances up to 1600km between depots, on one of Army's smallest unit budgets in an AO larger than most Australian states combined, FRT's are no mean feat out here in the Pilbara.

The workshop conducted several FRTs throughout the year to our depots in Exmouth, Geraldton, Carnarvon, Port Hedland, Newman, Tom Price and Perth. These FRTs did come with some enjoyments though, whether it be dinner at the Whalebone in Exmouth, getting breakfast donuts in Geraldton or enjoying sushi in Perth.

By May, we had begun to ramp up our efforts with support to Patrolman courses, small watercraft operator courses and mission rehearsal assessments all in preparation for Operation Resolute. This would prove to be a busy time with multiple activities running concurrently, the operators would try their best to derail our efforts to keep everything online and functioning. RAEME wins the day of course, with two successful rotations of Operation Resolute and a multitude of courses and OCPs completed. There was some much-appreciated assistance along the way from our rather distant neighbours that being Norforce and 13 CSSB workshops to the LCM8 crew from 10 FSB.

The second half of the year brought about a host of maritime-based OCPs involving inter agency cooperation with the AFP, ABF, Parks and Wildlife, Maritime Rescue and various other local

government agencies. With Patrols to the Montebello Islands and Abrolhos Islands that offered some memorable experiences. The workshop was subject to a valuable lesson on the differences between mosquito proof and midge proof during the OSS OCP to Onslow. Suffice to say; when the midges blot out the sun, it does not much matter.

With the year winding down, the shops prepare for the coming year with a large number of members preparing to post. We also prepare to farewell LCPL Callum Bullen and CFN Madison Kropp whom are moving away from Defence onto bigger and brighter things. Upon reflection of the year, the workshop and indeed the unit would not be able to accomplish the vast number of activities it has without the dedication of this extraordinary team. Thank you for your relentless pursuit of professionalism and excellence.

Arte' et Marte



/ S2 SQN OCP Abrolhos Islands.

A Couple of Years at 51 FNQR

SGT Newman



/ 51 FNQR Workshop 2025 - Rear Row: CPL Nicholson, CFN John, CPL Barker, WO2 Kuilboer, SGT Newman, CPL Skinner, CFN Jackson (OJE) Front Row: CFN Bolwell, CPL Christiansen, CFN White, CPL Justins, CPL Brook.

Over the past two years, the Workshop (WKSP) at 51st Battalion, Far North Queensland Regiment (51 FNQR) has been actively engaged in a wide range of tasks, supporting both unit operations, border protection and training efforts across the region. Operating in one of the most remote and diverse areas of Australia, the WKSP has delivered consistent technical support, participated in resilience activities, and contributed to community engagement all while maintaining a high level of readiness and equipment availability.

The WKSP team might be small, but it packs a punch. The WKSP based in Cairns is led by the ASM and WKSP SGT, includes two VM CPLs, a VM CFN, Marine Fitter CPL and CFN, a Boffin CPL, and an RPS CPL. To add to that a Marine Tech CPL Stirling on Thursday

Island, a handful of ARES tradies, and one legendary “super choc” CPL Christiansen keeping the RPS running smoothly. Despite its size, this team is responsible for maintaining equipment across an Area of Operation (AO) that spans from Innisfail Depot to Mt Isa, Mornington Island, and all the way up to Boigu Island covering approximately 640,000 square kilometres of land and over 3,500 kilometres of coastline.

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/ 51 FNQR AO Map.

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The unit runs at a high tempo, with significant training periods throughout the year, on country patrolling, and support to Operation Resolute. While the WKSP supports these activities, conducts maintenance tasks, and deploys Field Repair Teams (FRTs) to outstations, it also strives to develop its personnel professionally through career and trades courses. It's rare for the entire WKSP to be in the same place at the same time often high fiving as one member returns from a course or task while another heads out. The rhythm is constant: refit, reset, redeploy.

My first experience with 51 FNQR and the AO was early last year when a team of four, including myself, deployed to Weipa for an FRT. Originally planned as a road move, the mission was quickly adapted, due to weather constraints and we ended up flying in. Once on the ground, the team conducted general maintenance tasks such as equipment inspections and repairs, while also engaging with the local ARES soldiers who gave us some questionable fishing advice. Fishing became the unofficial secondary task, with most members landing a barra and our Boffin CPL Barker catching herring in bulk using a sabiki rig, earning bragging rights for quantity, not quality.

Shortly after returning, I was panelled on the G Wagon Driver Course as both the FRT and student, also with CPL Barker being a Driving Instructor. After a few disagreements with the truckies on how to drive and maintain a vehicle, we got out of Cairns and headed north. The course included a road move to Cooktown, a visit to Coloured Sands, and some 4 wheeling in remote areas combining learning with practical navigation and vehicle handling in terrain typical of the AO. The course wrapped up with a successful barra catch for Barker, marking the end of a productive trip.

After a quick one week turnaround, I headed out on the Regional Force Vehicle Operator Course (RFVOC). This course teaches RFSG patrolman how to employ the SRV within the AO to support unit operations and



/ 3 Bde fishing comp (Left) CPL Robertson, SGT Newman, CFN Bolwell.

RFSG patrol tasks. Coming from a background at 2 RAR and 1 ARMD, I was scratching my head at first confused to their method but by the end, the patrolmen had completed the course and demonstrated they'd gained the required competencies. Alternatively, for the marine space, there is the Power Tactical Craft Operations (PTCO), which is the same but on water.

The next adventure was resilience training, led by CPL Greaves in the middle of the year. Operational Support Company (OSC) members participated in a series of hikes and outdoor activities, including the Palm Cove beach walk, the Stoney Creek to Kuranda trail through Barron Gorge National Park, and a summit of Mt Bartle Frere the tallest mountain in Queensland. These activities were

designed to build physical resilience, encourage participation, and foster team cohesion in challenging environments. All were executed to a high standard, with recovery sessions and BBQs following major hikes to reinforce camaraderie within the Coy.

Under the command of the ASM WO2 Kuilboer, the WKSP deployed to Pandanus Park to support Vietnam Veterans, staying for two nights and conducting a catalogue party for a morning service. The engagement provided an opportunity to connect with veterans and share stories. The team's presence was well received and added value to the event. The location is open to all veterans and their families during the dry season, and they have a website for further information.

Operational support remained a key focus, with WKSP personnel deploying on multiple iterations of Operation Resolute over the two years. My own tasks included working aboard the RSC for late night extractions, patrol insertions, and equipment support in austere conditions. I also conducted maintenance on RPCs and other equipment in the Torres Strait. A number of WKSP members became the main effort on several vessels from LCM8 engineer CFN Bolwell to Craft of Opportunity (COOP) engineer CPL Skinner demonstrating the significant level of skill they've developed over their time in their trade. Overall, the WKSP showcased the high effectiveness of RAEME personnel in all environments and continues to support and lead the unit in these operations.

The most significant activity of both years has to be the 3rd Brigade Fishing Competition. The WKSP fielded a competitive team two years in a row lead by the most fearless leader CFN White and enjoyed a weekend harvesting the ocean and filling the unit's freezers. The WKSP took out the top prizes each year so much so that we started giving away our prizes to others out of sympathy. Events like these help build esprit de corps and offer a welcome break from the routine of maintenance within the WKSP.

To wrap up the year, the largest FRT of 2024 rolled out from Cairns, heading west for Mt Isa maintenance run across the Gulf Country. After arriving in Mt Isa and knocking over all the trade early, we flew the ASM back and took the opportunity to turn the task into a bit of an adventure. We stopped in Karumba, where we became an unexpected attraction for a charter croc watching boat, and capped off the evening with dinner at the iconic Sunset Pub. From there, we pushed on to Kowanyama, completing the job, before finding a camp spot on a croc infested river teeming with catfish. This FRT really summed up what can be done to turn a routine task into a memorable activity and was a fitting way to close out our final FRT in the AO.

To start the year off, I got myself and two incoming VM CPLs CPL Brook and CPL Justins onto the W1 Small Watercraft Operator Course. This was by far the best operator course I've ever participated in, with great instructors and classic North Queensland wet season weather while out on the water. The key takeaway from the course was

understanding how the patrolmen have been trained on the equipment and gaining a clear understanding on how they will employ marine craft within the unit.

Next chance we had to get on the water was for some kayaking. We navigated local waterways, building confidence in unfamiliar environment pulling the RESMAN out of his office for the day to show us what he does on weekends. It's always good to do an activity where the staff are highly skilled and confident and you can just do what your told and enjoy your day. Unfortunately, this activity was scheduled at the same time as an FRT, so only CPL Nicholson and myself were able to attend. Still, it was great to see the reserves turn out and meet a bunch of new faces.

Beyond the diverse activities and deployments, the WKSP maintains a steady and demanding maintenance tempo. Each year, the team conducts two FRTs to each outstation Weipa and Mt Isa and one to Thursday Island, delivering scheduled maintenance and technical support to ensure equipment readiness in isolated environments. The WKSP also provides critical support to at least one, but often two, drivers courses annually (LR2J), offering instructional expertise, vehicle maintenance, and on ground support during field components.

Outside of these commitments, the WKSP consistently delivers over 2,000 hours of maintenance annually, covering everything from routine servicing to complex repairs. This includes all unit equipment, with a significant portion dedicated to the G Wagon fleet and marine assets such as RPCs and tinnies. This sustained workload highlights the team's professionalism, adaptability, and essential role in enabling operations across Far North Queensland.

Throughout the years, the WKSP at 51 FNQR has demonstrated its capability across a wide range of tasks from technical support and training to community engagement and adventure training. These activities mentioned above are only what I was involved in as the WKSP SGT and only cover half of what the rest of the WKSP got involved in. The team's ability to adapt, deliver, and maintain a strong sense of professionalism and a positive attitude is a credit to each of the WKSP members from 2024 and 2025.

Life in the north is never dull, and the past two years have proven that with the right team and a proactive approach, every challenge becomes an opportunity. I am glad to have come here with the attitude that has allowed me to do everything that I got to do and would like to thank everyone that I had the chance to meet and work with. I'm moving on and will be sad to leave, but excited to see what adventure comes next.

**Ducit Amor Patriae
(Love of Country Leads Me)**

RAAF School of Technical Training (RAAFSTT) Wagga Wagga

Army Liaison Office Marks 56 Years of Army at RAAFSTT



/ 56th Anniversary of Army at RAAFSTT.

The Army Liaison Office (ALO) hosted a commemorative event on Wednesday 17 September 2025 to mark the 56th anniversary of Army's presence at the Royal Australian Air Force School of Technical Training (RAAFSTT), located at RAAF Base Wagga Wagga.

RAAFSTT, a tri-service training institution, provides the Initial Employment Training (IETs) for Army's aircraft and avionics technicians. The school delivers nationally accredited aeroskills training packages through BAE Systems, under contract with the Royal Australian Air Force. This year has seen the introduction of ECN034 for Army at RAAFSTT. According to the Manual of Army Employments, ECN034 Technical Assistant (RAEME) seeks to work under direct supervision of qualified maintenance technicians and provide assistance in the provision of technical maintenance effects on Land or Army Aviation materiel and

equipment. The addition of this ECN and the solid recruitment & Employment Category transfer of soldiers in general has seen an increase of 105% in Army trainee throughput at the school from the COVID low back in 2022, to now in 2025.

Beyond technical instruction, military contextualisation and readiness are embedded into the training experience through mentorship provided by RAAFSTT staff and the ALO. This partnership ensures that Army technicians graduate with both the technical proficiency and the military ethos required for their roles.

Some aspects of military ethos that Army at RAAFSTT are proud to demonstrate is participation in the local community Anzac Day and Remembrance Day ceremonies. There is strong attendance from the populace in support of the nation's armed forces.



/ Remembrance Day - Lockhart, NSW.



/ 56th Anniversary of Army at RAAFSTT.



/ Winning course holding the RAEME Sports Trophy for November.

The staff and trainees represented Army admirably and executed all roles and responsibilities to a high standard.

In further service to the community, two of our Army trainees, CFN Jaxon Donoghue and CFN Ryan Davey received RAAFSTT Command Officer Commendations for their outstanding commitment with the Volunteer Rescue NSW during their time in Wagga Wagga. This wearable commendation recognises individuals nominated for noteworthy achievement.

In a strong show of support for Army's achievements at RAAFSTT, Commander 16th Aviation Brigade, BRIG Fern Thompson CSC, visited the school. BRIG Thompson briefed the Army trainees on exciting developments in Army aviation, the cutting-edge platforms they will maintain, and the defence value of excellence expected from our maintainers and the capability they support.

Army trainees at RAAFSTT don't just work hard — they play hard too. MAJ Charles Rose and WO2 Richard Lovell lead the ALO in regularly organising activities like monthly sports events and tenpin bowling in town. These activities build team spirit, camaraderie, and motivation, encouraging trainees to collaborate and grow in every aspect of their personal and professional lives. On 01 Dec 25 the ALO put on a display of esprit de corps to the trainees as they celebrated RAEME's 83rd Birthday with the traditional cake cutting, and spanner throw.

As a rollercoaster of a year wraps up, Army at RAAFSTT would like to wish you all a safe and Merry Christmas. We hope to see you all in the New Year as we continue to grow and strengthen this capability for Army and the ADF.

AWARDS

2025 Craftsman of the Year (COTY) Recipients

National CFN of the Year (NCotY)

	Rank & Name	Unit
ARA	CFN Rhys Jones	6 ESR
ARes	LCPL Huw Robertson	13 CSSB

Regional CFN of the Year

South Queensland Region	Rank & Name	Unit
ARA	CFN Rhys Jones (ARA NCotY)	6 ESR
ARes	CFN Malcom Furness	11 CSSB

North Queensland Region	Rank & Name	Unit
ARA	CFN Alex Robertson	10 FSB
ARes	Nil Noms	

VIC/TAS Region	Rank & Name	Unit
ARA	Nil Noms	
ARes	Nil Noms	

NSW Region	Rank & Name	Unit
ARA	CFN L	SOCOM
ARes	CFN Hamish Von Prott	5 CSSB

SA Region	Rank & Name	Unit
ARA	CFN Liam O'Connell	16 Regt RAA
ARes	CFN Joshua Hutchings	9 CSSB

WA Region	Rank & Name	Unit
ARA	CFN Gregory Cowan	13 CSSB
ARes	LCPL Huw Robertson (ARes NCotY)	13 CSSB

NT Region	Rank & Name	Unit
ARA	CFN Samuel Johnston	10 FSB
ARes	Nil Noms	



/ LTCOL Gareth Pihl, CO JLU - South presenting SERCAT 7 SA Craftsman of the Year award to CFN Liam O'Connell (16 REGT RAA).



/ LTCOL Gareth Pihl, CO JLU – South presenting the RAEME Head of Corps SERCAT 5 SA Craftsman of the Year awarded to CFN Joshua Hutchings.

2025 Corps Awards

Junior Regimental Award (Sub 2 SGT)

Rank & Name	Unit
CPL Mitchell Moorhouse,	3 RAR

Regimental Award (Sub 2 WOCSS)

Rank & Name	Unit
SGT Mitchell Kaminski	2 Cav Regt

BRIG HLC Martins OBE Award (Sub 4 SGT)

Rank & Name	Unit
SGT Rhys Worland	1 RTB

Artificer of the Year Award (Sub 4 WO)

Rank & Name	Unit
SGT Jason Hoare	RAMS

LT Peter Jennings Award (LOBC)

Rank & Name	Unit
LT Conor Knight	1 AVN REGT



/ Left Newly promoted WO2 Jason Hoare receives the Artificer of the Year Award from DHOC Air LTCOL Porada.

RAEME BIRTHDAY

South Australian RAEME Birthday

16 Regiment, Royal Australian Artillery, hosted the regional 2025 Corps Birthday celebrations on 28 Nov 25. All regional current and ex-serving members of the Corps and associated personnel were invited to participate in the birthday celebrations held within Horseshoe Lines, RAAF Base Edinburgh around the 'Iron Keep' (the Pig Pen for those who have been in the SA region for a while).

While the numbers were down on last year (due to unit movements and exercises/courses) there was still a good representation of Corps members along with trade suppliers plus the Army Museum of SA, the National Military Vehicle Museum and RAEME-SA Association.

Thanks to photographer Heather Newitt from Gawler for providing the RAEME Birthday photos at Edinburgh.



/ LTCOL Gareth Pihl, CO JLU - South presenting SERCAT 7 SA Craftsman of the Year award to CFN Liam O'Connell (16 REGT RAA).



/ WO1 John Prince, President of RAEME-SA presenting SERCAT 7 Soldier of the Year award to CPL Callum Munro (16 REGT RAA).



/ CPL M Lo Piccolo (14 REGT RAA) being presented his 15-year medal by Major Michael O'Callaghan (DQ 10 BDE).



/ LCPL Keenan Rojas-Vernon being promoted to CPL by MAJ Michael O'Callaghan (DQ 10 BDE).



/ LTCOL Gareth Pihl, CO JLU - South welcoming everyone to the 2025 Corps Birthday Activity.



/ Food Truck.



/ Trade Display.



/ Trade Display.



/ Matthew Shoemark & Mark Faranda enjoying the games..



/ Matthew Shoemark & Mark Faranda enjoying the games..



/ RAEME Birthday cake being cut by MAJ Michael O'Callaghan (DQ 10 BDE) and CFN Evans (ASEME)..



Townsville RAEME Birthday



/ 3 CSSB V 3 RAR in Tug of War.

North Queensland Celebrates RAEME Birthday and honours outstanding tradespeople

The North Queensland RAEME community came together on Friday, 28 November 2025, to celebrate the Corps' 83rd birthday with a well-attended event hosted by the 3rd Combat Service Support Battalion (3 CSSB). The afternoon recognised excellence across the region, with presentations to the RAEME Craftsman of the Year nominees, the Regional Winner, and members of the victorious 3rd Brigade St Eligius Trophy team. All award recipients received a selection of RAEME Association Queensland merchandise, generously donated by RAQ, including caps, hats, stubby coolers, ties, and water bottles.

As is tradition, the day also featured the much-anticipated RAEME Birthday sports. The cart race and tug of war were both hotly contested, drawing plenty of enthusiasm, healthy rivalry and good humour from units across the region.

The North Queensland RAEME Craftsman of the Year Regional Winner for 2025 was announced as Craftsman Alex Robertson from 10 FSB, a well-deserved recognition of his commitment, professionalism and technical mastery. This year's Regional COTY nominees represented a broad cross-section of units across 3rd Brigade and supporting organisations:

- CFN M Greet – 3 RAR
- CFN A Robertson – 10 FSB
- CFN C Fisher – AST-MW
- CFN J Hartshorn – 2 CAV
- CFN J Ferguson – 3 CSSB

The celebrations also acknowledged the 3rd Brigade St Eligius Trophy winning team, whose strong performance this year highlighted the depth of RAEME talent across the brigade.

The team comprised:

- LT Zach Johnson – 1 RAR (OIC/Team Manager)
- CFN Samuel Watson – 2 CAV (ECN 229)
- CFN Angus Frost – 3 CER (ECN 146)
- CPL Mitchell Reid – 3 CSSB (ECN 421)
- CFN Zac Walder – 3 CSSB (ECN 226)
- CFN William Ginn – 3 CSSB (ECN 418)
- CFN Tyler Fuller – 3 CSSB (ECN 235)

The event was a fitting celebration of RAEME's history and the outstanding tradespeople who continue to uphold the Esprit de Corps,

Arte et Marte



/ L-R 102 Croc with ASM 3 RAR - Maggs and 3 BDE ASM - Nino, ASM 3 RAR - MAGGS on the rope!.



/ The winning team with HOC BRIG Gabrielle Follett at Latchford Barracks.



/ RAQ NQ Committee members Brian Robb, Jase Ballard and Tank Pontifex enjoying the day!.



WA RAEME Birthday – 113 Workshop Coy



/ Above: Entry to Irwin Barracks officially (or may maybe not so officially) recognising our Corps.

2025 Corps celebrations was well attended by Serving and ex-Serving Corps Members from Karrakatta, Swanbourne, Guildford, and surrounding areas. Members from the WA RAEME Association and two of our past Colonel Commandant were also in attendance.

Celebrating our birthday is not complete without challenges that show off our skill, fitness, and our ability to apply effective sledging techniques! No celebration is complete without the Obligatory Spanner Throw – embarrassing attempts were made by some, OK attempt by others, but we were all put to shame by a retired ASM who smashed his nearest competitor! As a retired ASM, he was no stranger to throwing spanners... He won his last throw celebrating the Corps Birthday in Vietnam! (True story)

To handle the workload, the wrecker was setup to suspend a chin-up beam where one of our RAEME Officers put us all to shame.

As racing cars around the base is banned... Something to do with the rubber tyre burnout marks that are still

visible in-front of the workshop from a previous Corps Birthday celebration some years back... We had to settle for fastest lap at Bathurst on PlayStation.

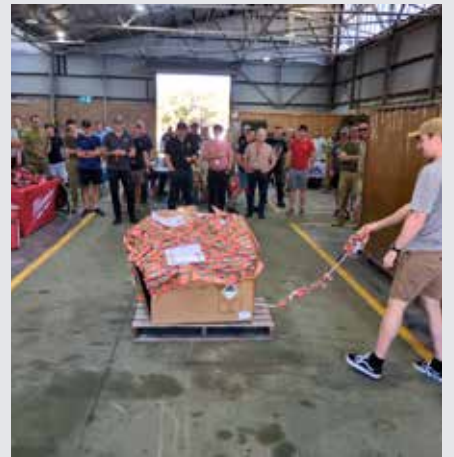
Winners from each event received a Bunnings vouchers and bragging rights.

A raffle with way too many prizes ranging from rocky road chocolate, hams, knives, and power tools was run and won, with all profits going to the RAEME Association. The Luck Door Prize – “A Mystery Meal for you and seven of your closest mates!” was drawn and the lucky winner got to open their prize with a quick pull of a cord. To everyone’s amusement, he got to retrieve his meal from the eight-man inflatable rescue life raft!

Thanks to the Corps Fund, Local Milwaukee rep, OBJ Blades, and WA RAEME Association for your support in making the day a great success. And a special thanks to the team from 113 Workshop for hosting and running the event.

Arte et Marte





RAEME Birthday Brisbane - 7CSSB



The 83rd Anniversary of the Royal Australian Electrical and Mechanical Engineers was proudly celebrated on Monday, 1 December 2025, at Gallipoli Barracks, Enoggera, with members and guests gathering for a memorable day hosted by 7CSSB and 106 FD WKSP. The event highlighted the strength of the RAEME community and the enduring traditions of the Corps.

The program featured a full schedule of activities including the always-popular Spanner Toss, Tug of War and the legendary Billy cart race, which once again proved to be the crowd favourite. Congratulations to 8/9 RAR, Driven by VM Eddie Bartle and additional crew of VMs James Kay and Thomas Fox who claimed victory in the Billy Cart Race after a closely contested event, winning by a margin of 50 metres, with traditional favourite 2/14 LHR coming in second and with 6 RAR a close third.

The day also provided an opportunity to acknowledge outstanding South



Queensland Corps Award recipients for 2025, including CFN Rhys Jones (6 ESR), named CFN of the Year ARA and also awarded the Soldiers Medallion for Exemplary Service and CFN Malcolm Furness (11 CSSB), recognised as CFN of the Year GRes South Queensland.



Sponsor stalls, static vehicle displays, a BBQ lunch and a major raffle with excellent prizes rounded out a fitting celebration of 83 years of technical excellence, service and teamwork.

Arte et Marte



107 Combat Service Support Battalion Corps Birthday 2025



/ LTCOL Gareth Pihl, CO JLU – South presenting the RAEME Head of Corps SERCAT 5 SA Craftsman of the Year awarded to CFN Joshua Hutchings.



/ WO1 John Prince presenting the RAEME Association of South Australia SERCAT 5 Soldier of the Year award to CFN.



/ CO 9CSSB LTCOL Andrew Glover officially promoting LT Riley Lodge to the rank of Captain.



107 Fd Wksp Coy, 9CSSB incorporated the Corps Birthday with their final parade of the year. The function was held in the Warradale Barracks Other Ranks Mess on Tuesday 2nd December. It was a great activity with a number of other RAEME ARes staff invited back to "Home Base" to help celebrate the activities.

These activities include the presentation of the RAEME Head of Corps SERCAT 5 SA Craftsman of the Year award for SA to CFN Joshua Hutchings by LTCOL Gareth Pihl, CO JLU – South and the presentation of the RAEME-SA Association SERCAT 5 Soldier of the Year award to CFN Sarah Gordon by WO1 John Prince, President of RAEME-SA. The evening also included the promotion of LT Riley Lodge to Captain with his badge of rank being changed by his wife. The Promotion was conferred by CO 9 CSSB LTCOL Andrew Glover.

There were also a number of other unit awards presented by OC 107 Wksp Coy MAJ Eugene Wasilenia.

The evening included a barbecue and sporting activities including the "Hammer Throw" and other general participation activities.

Several previous members of 107 Fd Wksp attended including 4 past OCs of the unit (LTCOL Greg Rosser (Retd), MAJ Helmut Bohn (Retd), MAJ Buck Rogers and MAJ Michael Tammassy. There were also a number and other senior Warrant Officers who had served in the unit including WO1 John Prince, WO2 Doug Pammenter, WO2 Lou Leeuwrik and WO2 Don Harvy.

Other Unit Awards



/ MAJ Wasilenia announcing some of the Re-established Unit citations.



/ OC 107 Wksp Coy MAJ Wasilenia making a Unit Presentation to Captain Lodge.



/ MAJ Wasilenia presenting the "KJP Brown Trophy for SNCO/WO contribution to unit efficiency for 2025 to WO2 Kavooris (CSM - 107 Fd WKSP Coy).



/ Maj Wasilenia presenting the "CJ Doyle Military Skills Trophy for the most outstanding Craftsman/JNCO" for 2025 to LCPL David Pearce.



/ "Hammer Throw" Activity.



/ Middle - CFN Lo, MAJ Wasilenia, WO2 Kavooris Close – MAJ Bohn and SGT Mikajlo.



/ L-R WO2 Kavooris, Maj Rogers, Maj Tamassy, WO1 Prince and WO2 Leeuwrik.



/ The CORPS Birthday cake.



/ LTCOL Pihl and CFN Tia Hirniak cutting the cake.

RAEME Birthday Tasmania



/ RATs assembled.

RAEME Association Tasmania (RAT) members, partners and friends have in the past, normally gathered at Derwent Barracks to celebrate RAEME Birthdays. However, this year, it was decided to break with tradition and celebrate the 83rd RAEME Birthday at the South Arm RSL, which is located near Fort Direction at the entrance to the Derwent River on Sunday 30 November 2025.

This gave RATs a chance to celebrate the occasion and interact in an enjoyable and relaxed environment, as expected, celebrating 83 years of RAEME's dedicated service to the Australian Army and the nation. We would be remiss if we did not offer our thanks to Tony and his staff for again providing outstanding facilities, food and service.

Our AGM, speeches and the traditional RAEME Birthday cake cutting took place during the course of the afternoon.

Special thanks must go out to all those involved in the organisation, conduct and attendance at this year's birthday. Additionally, it was great to have so much support shown by the Association.



/ Cutting of the cake LCPL Mat Jordan and Tom Strang.



/ Birthday cake 2025.

RETIREMENT

Mr David Clarke from Careers and Advanced Training Wing (CATW)

In 2007, WO1 David Clarke switched gears and promoted to the rank of Mister when he joined the Australian Public Service (APS) in his new role as Armament and Artillery Instructor at CATW, ASEME. He has been a Subject Matter Expert on all things Fitter / Weapon Technician related on ASLAV, Armour and Artillery. He has been sharing his knowledge over the past 18 years with generation after generation of RAEME trainees and civilian Defence staff. His contribution has been enormous, and while his expertise will be missed as an instructor in CATW, you'll still catch him in uniform in his reserve capacity over the next few years. Thank you to Dave, for your passion and knowledge you have provided to technicians over the past 18 years in CATW, upskilling them on specialist equipment.



/ ASEME End of Year Parade 12 December 2024. Farewell presentation to MR David Clarke by CO ASEME LTCOL Timothy Soper, OC CATW MAJ John Lodge & RSM ASEME WO1 Jon Tynan.



/ Retirement Presentation produced by Joint Logistics Unit - Victoria.



/ MR David Clarke with Family and presentation.

ASSOCIATIONS

RAEME Association of Queensland



/ Members and guests enjoy the All Ranks Luncheon.

The RAEME Association Queensland celebrated another outstanding year at the annual All Ranks Luncheon, held at the Port Office Hotel on Sunday 30 November 2025. More than 65 members, partners and guests gathered for a relaxed afternoon that began with

pre-luncheon drinks before everyone was seated for formal proceedings. MC for the event, Deputy Chairman Paul Gibbs, opened the program with housekeeping and acknowledgements, welcoming Representative Colonel Commandant BRIG Ed Smeaton,

Colonel Commandant Queensland COL Piers Cambridge, Patron COL (Rtd) Tony Borg, guest speakers LT Raffaella Puli and WO1 Marc Craigie, and members from across Queensland. The luncheon once again showcased the strong spirit that characterises the Corps community.

Guests were treated to two exceptional speaker presentations, each reflecting the depth of experience and future leadership within RAEME. Lieutenant Raffaella Puli delivered the first address, sharing her journey from ADFA to RMC and into her current role as the EIR Platoon Commander at 7 CSSB. A talented engineer and passionate leader, LT Puli highlighted her operational engagement tours and her commitment to developing as a RAEME officer.

Later in the afternoon, attendees heard from WO1 Marc Craigie, recently appointed ASM-Land after a distinguished 35-year career. His address offered reflections on his last twelve months on secondment with BHP, lessons learned and insights into the evolution of RAEME capability. Both speakers resonated strongly with the audience and I thank them both for their inspirational presentations and spending the afternoon with us celebrating our Corps Birthday.

One of the special moments of the event was the presentation of an Honorary Life Member Award to long-serving member Brian Daley. Member number 40, Brian has contributed more than two decades of loyal service to the Association and remains an enduring part of our history and identity. Congratulations Brian!

The luncheon also provided an opportunity to reflect on the achievements of 2025, and I was able to acknowledge the many volunteers who have strengthened the RAEME community throughout the year.



/ L-R Guest speakers, LT Rafa Puli and WO1 Marc Craigie.

I acknowledged the appointment of BRIG Gabrielle Follett AM as Head of Corps, welcomed COL Piers Cambridge as the new Colonel Commandant Queensland, and thanked COL (Rtd) Steve Evans for his ongoing leadership in his new role as RAEME National Network Coordinator. We continue to see an expansion of membership, the success of the Women in RAEME program, the dedication of regional teams, and the incredible milestone of 4,891 Spanner Packs distributed worldwide on behalf of all RAEME Associations.

The afternoon concluded with toasts, cake-cutting by LT Puli and WO1 Craigie and closing remarks. Thank you to everyone who attended and to everyone who has contributed to the success of the Association over the past twelve months.

Arte' et Marte'



/ Cutting the cake by LT Puli and WO1 Craigie.



/ Members and guests enjoy the All Ranks Luncheon.



/ L-R Brian Daley OAM is presented his Honorary Life Member Award by RAQ Patron COL (RTD) Tony Borg and RAQ Chairman Pete Matthews.



/ Members and guests enjoy the All Ranks Luncheon.

RAEME Association Tasmania



/ 24 Reunion – Friday Night Welcome.

24/25 has been years of transition, remembrance, and renewal for the RAEME Association Tasmania. Key highlights include National leadership changes, updates to Corps badge, and strong community engagement through reunions, RSL gatherings, and welfare support. The Association continues to

balance tradition with modernisation, ensuring RAEME remains vibrant and connected.

Since the last time that we wrote for the Craftsman the RAEME Association of Tasmania has been busy co-ordinating the following functions:



/ RATS assembled – Hobart..

Hobart Workshop Platoon Reunion (Nov 2024)

Twelve months of planning finally saw the coming together of ex members of Hobart Workshop Platoon, their partners, and members of our Association held over the weekend of 15-17 November 2024. People travelled from as far as Queensland, Victoria and South Australia. The weekend as expected was a huge success finishing off incorporating RAEME Birthday as part of the reunion at “The Lair”

This was the second reunion held, the first one in 2019. It was sad to see however that some ex members (and close friends) had passed since the first reunion, but were remembered during the course of the weekend.

Three functions were held over the course of the weekend:

- Friday Night – Meet and Greet Anglesea Barracks Sergeants Mess,
- Saturday Night – Dinner Lenah Valley RSL, and
- Sunday - Lunch and RAEME Birthday at “The Lair” 2FSB Derwent Barracks.

ANZAC Day March & commemorations (April 2025).

A small contingent of RAT members gathered at the Customs House for pre-march drinks before assembling for this year's march through the City to the Cenotaph under the control of WO1 Tony Rich.

Following the service, the majority of members attended lunch at the Hobart RSL/ Workman's Club and enjoyed a meal and drinks with the RAE members.

Some members then attended the Anglesea Barracks Sergeants Mess reacquainting with a number of current and ex members from respective Corps.

This year Russell Clark was at the Cook Islands and assembled for the Dawn service at the Resort which was followed by a Gunfire breakfast.



/ RATs far and wide Cook Island Dawn Service.



/ Rivers Edge Camping Ground.

South Arm RSL (May 2025).

27 members and partners attended the day, the venue, food and the service were great. Special thanks to Tony and crew for again providing outstanding facilities and service.

Our President Mark Wilson gave everyone an update of this year's activities, this function also coincided with the presence of our RAEME flag presented to the Association by the late

Jim Ross (JR). The flag will in future be present at all Association get togethers.

Lenah Valley RSL (June 2025).

Upwards of 20 members and partners including members from 2FSB which was recently merged with 8OSU sorry in long speech it's the 8th Operational Support Unit (Yay another name change) attended the Lenah Valley RSL for our June get together.

It was a cold night outside but warm inside. Although numbers were down with people away and some a bit crook there was still plenty of robust discussion on a range of topics. Whilst also e trying to win some of the RSL raffle prizes without much luck. Ross luncheon cancelled (Aug 2025).

Rivers Edge Camping Ground FRT weekend (12–14 Dec 25).

This weekend saw 19 members and partners attend our inaugural RAT FRT get together over the weekend 12-14 December at Rivers Edge Camping Ground approximately 70 Kms south of Hobart. The heavens were kind to us with fine sunny conditions, till pack up!! The inaugural weekend was without doubt a huge success to the point where a decision has been made to make this an annual event.

It is with great sadness that we wish to inform you of the following members that have passed. Stand down gents your duty is done.

Vale Notices:

- Karl Jacubec (SSGT Rtd).
- Neil Brooksbank (SGT)

Arte' et Marte'



/ South Arm RSL – Members and spouses.



/ Lenah Valley RSL – Current and Ex serving members.



/ RATS assembled.

RAEME Association of SA

Members of the RAEME-SA Association celebrated the Corp's 83rd Birthday at the West Adelaide Football Club in Richmond inviting friends, family and other ex-RAEME members to join them for the event. Everyone enjoyed the friendly atmosphere and the great range of food available at the venue.

The activity was preceded by our Association AGM where our President WO1 John Prince presented two Life Memberships to Association members. (See pictures below)

We were also joined by members of the REME Association (SA Branch) with whom we have a great relationship. The winners of the Central Region "RAEME Soldier of the Year" Awards were also announced.



/ Banner Bearer WO2 Lou Leeuwrik marched in the Banner.



/ Treasurer and Membership Officer Bob Matthew being awarded his Life Membership Certificate.



/ Historian and long-time Committee Member John Howard being awarded his Life Membership Certificate.



/ AGM Head table.



/ Raffle Prizes.



/ The very popular RAEME cup cakes.



/ RAEME SA Chairman Alan Weeks cutting the cake..



/ The RAEME - SA CORPS Birthday Cake.

RAEME Association of WA



warehouses and supporting buildings and was constructed 1942-44 at a cost which today would be in the vicinity of \$300 million. The only surviving building is the old workshop, which is still one of the largest timber clad buildings in the southern hemisphere and was used for many years as the Shire works depot.

In 1994 the building was refurbished and turned into an agricultural and military museum and then the collecting started... So far it has two Stuarts, a couple of Grants and numerous Blitz wagons, Studebakers, Chevs and Whites. In fact, examples of practically everything we used during the war.

Over the last year or so, a number of current and Ex 113 members have made the 3 hr trek to Nungarin a few times to swing some serious spanners (all of which sized are in fractions of an inch – none of this new-fangled metric stuff). In fact we worked out on our last trip there were more RAEME Tradies in-situ than at any time since the war. We have worked on quite a few different bits of kit to various degrees and the results to date are quite something.



Now where's my 5/8" Whitworth?

Not many people appreciate just how important Western Australia was to the Allied war effort during the War. Apart from Fremantle being second only to Pearl Harbour as the busiest Allied submarine base, fully a third of the Australian Army - approximately 100,000 troops were based in southern WA – the 2nd and 4th Infantry divisions

and 1st Armoured division as part of III Corps under Lieutenant General Gordon Bennett of Singapore fame.

What is of interest was that the Corps stores were based at Nungarin, 270 km east of Perth which was considered out of enemy carrier aircraft range. This facility, 5 Base Ordnance Depot consisted of numerous very very large





We first found it with both engines out after refurbishment. What this meant in practice was we had to bolt the torque converter/transmission and T-case back on the engine and then sling it into the engine bay, virtually vertically and then, while slung, tilt it up to horizontal while simultaneously pushing the whole thing forward under the turret. 3 hrs, much inventive language, lots of bar work and the biggest bloke standing on the tranny to push it down and in went the right hand engine.

Since then, we have connected up the trannies, fuel system, wiring, starter motors and radiators. Just before stumps on our last day this year we got both motors running. Hopefully we can connect up the drivetrain on our next visit and take it for a hoot



Diamond T M3 Halftrack - one of over 54,000 built in 1941-45. With a 148 hp (110 kW) White 160AX engine, the 8 tonne M3 was driven through a manual constant-mesh (non-synchromesh) transmission with four forward and one reverse gear, as well as a two-speed transfer case at a top speed of 45mph (70km/hr). The front suspension uses leaf springs, while the tracks use vertical volute springs. While braking is hydraulic assisted, the steering is manual.

It runs, but an expected small repair to the brake lights to get it on-road legal uncovered the need for a full rewire. It was however fun for a hoon and channelling James Mason as Rommel.



T17E1 Staghound Armoured Car – our main effort. The Stag was an innovative design that incorporated some advanced features. It had two rear-facing 6-cylinder 97hp (72kW) GMC 270 engines with automatic transmissions

(4 forward and 1 reverse gears) feeding through a transfer case to drive both axles. Either two or four-wheel drive could be selected and either engine could be shut down while in motion and taken out of the drive train.





Bell UH-1 Iroquois – another mob (inc some more ex 113 blokes) rolled up with a Huey on one of our weekends. After giving stick to RAEMEation for years we thought “how hard can it be” Got the transmission in and a lot of other bits and although it didn't look like we made much progress... It is rather deceptive! The team worked hard on “Find the part in the haystack” challenge.... Searching for the parts was both entertaining and rewarding!

Studebaker US6 5 Tonne Truck – got it going but someone in the past has cooked the donk with cylinders 1 and 6 showing no compression, some work for next time

Ferret Mk II Scout Car – Wes and his boys got stuck into this and got it turning over but a lot more work is needed to get it running safely (brakes, what brakes?)

M3 Stuart Light Tank - just needed a quick going over but was very useful to give some potential CFN a bit of a thank you for helping Dad on the Ferret

54" Coastal Defence Searchlight, based on an American Sperry Design but modified and produced in Australia, the locals had rebuilt it from a photograph but could only get it to operate for a couple of minutes. Our resident boffin, Alex found the trouble and it is now fully operative – though using a crank handle to start the genny is.... fun. Also watch out when a boffin after dinner at the pub says “check this out”.

Next trip will be in early 2026 – hopefully the Stag will be moving by the end of it. Everyone is welcome.



VALE 2025

January 2025

Ronald Littlefair
Kenneth 'Ken' Thistlethwaite
Lawrence 'Laurie' Hancock
Edward 'Ted' Sowden
Kenneth Daffey
Paul Bosley

February

Ulrich 'Rick' Rack
Terence 'Terry' Forde
Raymond 'Ray' Jones
Robert 'Bob' Fleiner
Nicholas Lojkin

March

Duncan 'Ferg/Dunc' Ferguson
John 'Twiggy' Branch
Robert 'Bob/Ludders' Ludlow

April

David 'Dave' Bolton
Alan Hall
Gerard Newman
John Lennox
Patrick Scott
Daron Harvey

May

Howard Terry
Brent Willing
Peter 'Sheff' Shefford
Tadeusz Szelest

June

Paul 'Pas' Pescud
Frits Zevenbergen
Jeffrey Allen

July

Alan Lockart
Mal Polson
Mark Simpson

August

Gary Pearce
Matthew 'Smokey' Dawson
Leigh Godwin
Kenneth 'Ken' Ennis

September

Peter Greenbury OAM
Gerald 'Gerry' Keates
John 'Jake' Chattin
Eric 'Ric' Tonkin
John 'JJ' Martin

Graham 'Butch' Shute
Roy Linssen
Bruce Brown

October

Peter 'Gus' Angus
Robert 'Bob' Bandy
Geoffrey Trevor-Hunt OAM
Michael 'Mike' Burgess
Stanley Coe

November

Patrick 'Pat' Marley
Brian Calder
Kenneth Edwards
Chester 'Fox' Scaddan OAM
Jeffrey 'Jeff' Clarke
Anthony 'Roy' Trigg
Victor Varris

December

Michael 'Mick' Unitt
Trevor Kerlin
Colin 'Col' Fogarty
William Gamble

'Arte et Marte'

Your Corps thanks you for your service.

'Rest in Peace'

Editor's Note: Our apologies for any inaccuracies or omissions. Vale notices are compiled based on emails sent to the RAEME HOC Cell, entries on the RAEME Association newsletters/websites, and posts to the 'RAEME' and 'RAEME Mates' Facebook groups and Apprentice Association Websites. As such the details supplied vary greatly.

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Army Headquarters, August 2025

CGJUL016-26

AN ARMY FOR THE COMMUNITY
AN ARMY FOR THE NATION