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The

ISSUE NUMBER 24

RAEMIE CRAFTSMAN

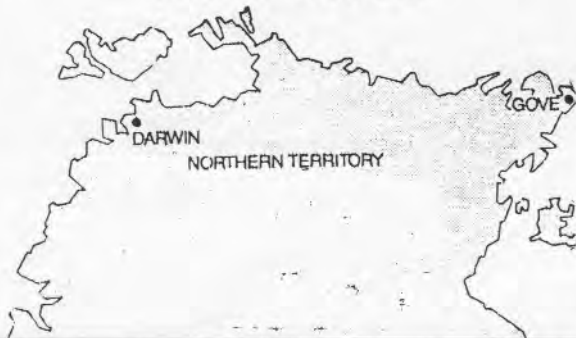
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EDITORIAL

This issue sees me taking over the reins from LTCOL John Lewis, who I would like to thank for his dedicated efforts over the last few years.

In addition to being widely read within the Corps, the RAEME Craftsman Magazine is distributed to other Corps and organisations throughout the world. I see the magazine as an important tool in promoting and maintaining pride in our Corps – an advertisement for the Corps if you like.

The magazine can only be as good as the input we receive from you, the people on the shop floor. The more articles we

receive about the characters and happenings of the Corps, the better will be our magazine. Articles of interest about any activity related to the Corps will be gratefully received. Good magazine articles do not have to read like boring service papers. Be lively with your writing and *make it interesting*. Good grammar helps, but don't let a weakness in English expressions get in the way of a good story. The editorial staff in DGEME will make any corrections necessary. Photographs should accompany articles. As the old saying goes "a picture is worth a thousand words".

Articles for the next issue close on 4th October 1991. This is our magazine, so let's get behind it!

CONTENTS

| | PAGE | | PAGE |
|--|------|--|------|
| Editorial | 1 | ACT Wksp P1 | 24 |
| Message from the Director General | 3 | Army School of Transport | |
| Obituary | 3 | Technical Support | 24 |
| Well Dones | 4 | 10 TML Regt Wksp Adventure | |
| A Rose by Another Name | 7 | Training | 25 |
| RAEME Vietnam Association | 9 | PLB 2nd Birthday | 29 |
| A Year with the Bird Gunners | 10 | 107 Fd Wksp Ex Rhino Alpha | 30 |
| SAWB 48th RAEME Birthday | 12 | Army Aircraft Trade Training | 33 |
| 3MD RAEME Birthday | 14 | 8/12 MDM Regt TST | 37 |
| RTC Navigational Exercise | 14 | High Road to Recovery Task | 38 |
| The RAEME Banner | 15 | "Ex Resurrect" | 41 |
| A Year in the Life of 2/3 FER Wksp | 17 | 2/3 FER Wksp Det Adventure Training .. | 42 |
| Chowder Bay – 100 Years On | 19 | 6 PL A Coy Kapooka | 44 |
| A Place in the Sun | 20 | Driving to Excess | 45 |
| 102 Fd Wksp | 21 | The Rising Sun Badge | 46 |
| Fitters Keep Them Rolling | 22 | To Do or Not to Do | 47 |
| A Challenging Point of View | 23 | 110 Landrover Rebuild Programme | 48 |



FOR NEXT ISSUE

Articles should be sent to:

The Editor
The Raeme Craftsman
J-4-05
Russell Offices
Canberra, ACT 2600

DEADLINE

4TH OCTOBER, 1991

Please Note: Photos should be coloured if possible.

FRONT COVER PHOTO

Signs of the times . . . Support area workshop battalion with its new name proudly displayed.

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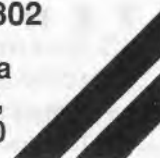
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Message from THE DIRECTOR GENERAL

It was with great pride that I took up my appointment as DGEME on 22 January 1991. As I begin to assume my responsibilities, I am mindful of my predecessors and the enormous contributions they have made throughout the evolution of our Corps. In this regard I would like to take this opportunity to express my thanks to Brigadier Bob Millar for his stewardship during the past two years. Brigadier Millar, with the support of his wife Dianne, worked tirelessly and vigorously to enhance the standing of the Corps and ensure that its interests were represented at all levels and in the best possible terms. On behalf of all members of the Corps, I wish him well in his new appointment as Commander 5th Military District.

While none of us can predict the future, I suggest that the major challenge we will have to face during the coming years is that of coping with change. Technological developments, the rapidly changing international scene and severe economic pressures will continue to prompt initiatives aimed at responding to a changing environment. These in turn will force us to change the way we do business. To meet these challenges we will need to draw upon the traditional strengths and values of the Corps and take full advantage of the opportunities which invariably accompany change. I see my main task as one of ensuring that a position is taken on all issues of substance such that the Corps can continue to provide the high level of professional service for which it is renown.

As the Corps approaches its Golden Jubilee, the

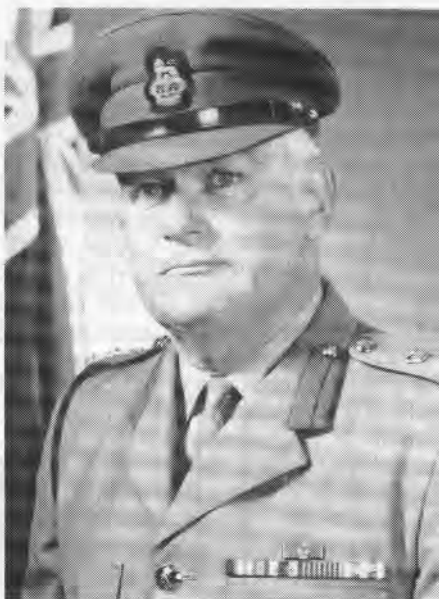
responsibilities and workload being placed upon our soldiers seems to be ever increasing. There are continuing pressures to reduce the size of Army's 'tail', however Army's inventory of equipment (together with the maintenance liability) continues to expand. If we are to remain on top of the problem, we need to

apply our collective leadership, managerial and technical skills and find ways to continue to ensure the operational fitness of Army's equipment. I am confident that the professionalism of all members of the Corps will carry us through.

On reviewing previous editions of the RAEME Craftsman Magazine, I came across the article requesting the re-introduction of the Artificer Badge. The badge recognises the professionalism and high level of trade skills that RAEME artificers have achieved and it is good to see that artificers are now wearing it with a sense of accomplishment and pride.

On a personal note, I would like to pay tribute to Colonel Peter Tremain, ably assisted by his wife Val, for his efforts in promoting the Corps and the morale of its members during his term as Colonel Tremain is being succeeded by Brigadier Conrad Ermert who is no stranger to most members of the Corps.

Finally, I will make every effort to get around and visit as many units as possible in the course of the next year. During these visits, I will be seeking your views and noting your concerns. Please don't be backward in coming forward.



Brigadier J. W. Kingston, AM

O B I T U A R Y

WO1 G. R. DOWSETT

The Corps is deeply saddened in reporting the tragic death of WO1 Gregory Ronald Dowsett.

WO1 Dowsett graduated from RAEME Training Centre in March 1972 as a Mech Rad. His postings included 3 Base Wksp Bn, 1 Base Wksp Bn, Adelaide Wksp Coy, RAEME Training Centre, MEA and PNG. He was promoted to CPL in August '74, to SGT in August '77, to SSGT in May 81, to WO2 in April '83 and WO1 in January '87.

The loyalty, dedication and the professionalism that WO1 Dowsett displayed to the Corps will be sorely missed. Our heartfelt sympathies are extended to his wife Jenny and son Rhys.

WELL DONES

THIRD OFFICER TO WIN AWARD

Young Officers of the Corps of the Royal Australian Electrical and Mechanical Engineers strive to follow the example set by the late Lieutenant Peter Jennings, and be its best junior regimental officer.

Lieutenant Phil Holmes, 24, of Kedron, Brisbane, and formerly of Chapman, Canberra, who graduated last year with honours in electrical engineering from the Australian Defence Force Academy in Canberra, and is now an engineering staff officer in his first appointment with the 1st Division headquarters at Enoggera Barracks, is the third RAEME officer to win the award first presented in 1988.

It encapsulates the potential and ideals of Lieutenant Jennings who was a promising young RAEME officer who died tragically.



The following are those personnel from 3MD who have been awarded trophies.

AWARD WINNERS:

3MD ARA Cfn of the Year, Cfn Whelan, 1 Armd Regt TSSU;
National and 3MD ARES Cfn of the Year, Cfn Smith, 4/19 PWLH TSSU
Stan Taylor Trophy, L/CPL Demsey, Bandiana Log GP;
Mercedes Benz Trophy, CPL Jaudzems, Bandiana Log Bn;

Seymour Mechanical Trophy, CPL Lewicki, Puckapunyal Log Gp;
Deason Trophy, Cfn Love, Bandiana Log GP;
Summer Cup, CPL Barnett, 21 Const Sqn Wksp;
RAEME Association (Vic Div) Trophy, Cfn Ransom, Army School of Tpt; and
3MD Senior RAEME Rep Trophy (formerly 3 EME Gp), CPL Ogden, 1 Armd Regt TSSU.

ARTIFICER OF THE YEAR PROFILE

222748 SSGT J. M. BARNES

SSGT John Barnes, originally from Dubbo in central NSW, enlisted in the Army as an apprentice Fitter Maintenance in January 1973. After completion of his apprenticeship in 1977, he change trades to Fitter Aircraft and was posted to 5 Base Workshop Battalion.

SSGT Barnes attended the 1/89 Subject 4 for Warrant Officer course RAEME Aircraft Maintenance School (RAMS), Oakey. The academic phase of the course is conducted at the University College of Southern Queensland and consists of two semesters of long term schooling to gain qualification for a Certificate of Aviation Technology. The final phase of the course, covering Army subjects is conducted over a seven week period at RAMS.

SSGT Barnes achieved excellent results throughout the course and was

awarded a Dean's Commendation for Creditable Performance for his efforts on the academic phase.

SSGT Barnes is currently posted to RAMS where he is involved in introducing Computer Based Training to the school. His application of the skills learned during Artificer training have been invaluable in setting up and integrated this new training medium.

SSGT Barnes is continuing his education as an external student with the UCSQ to gain an Associate Diploma of Engineering.

RAEME TRAINING CENTRE 1991 Soldier's Medallion Recipient 453716 CPL J. G. HALLORAN



The Soldier's Medallion has been introduced to recognise exemplary service by soldiers who do not normally have the opportunity to be recognised in the Australian honours system. The recipient of the Soldier's Medallion for RAEME Training Centre for 1991 was CPL James Halloran. CPL Halloran received his medallion from the DGEME, BRIG Kingston, AM, during the DGEME's first visit to the unit in his capacity as Corps Director.

CPL Halloran was selected as this unit's most deserving soldier for the award of the medallion. CPL Halloran is a vehicle mechanic instructor who is also an excellent tradesman in his own right. He is an active member of the unit and is



**WELL DONES
CONTINUED**

currently PMC of the unit soldier's club. He is a responsible junior NCO who always sets a good example for soldiers to follow.

CPL Halloran has just successfully completed Subj 1 SGT and is now fully qualified for promotion. Judging by his performance to date he is sure to make an excellent senior NCO.

**CRAFTSMAN OF THE
YEAR 1990**

**F183586 LCPL Julie Maree
WINTER**

A country girl at heart, Lance Corporal Julie Winter was born and raised in Dalby, Queensland. In late 1985 after working in Dalby for three years as a service station attendant she decided that it was time to see Australia, so in January 1986 she enlisted in the ARA.

After the completion of her recruit training at 1 RTB, LCPL Winter was allocated to RACT as a driver. In June 1986, having completed Initial Corps Training and the 7/86 Basic Drivers Course she was posted to Base Support Unit Oakey, spending the next 18 months as a driver.



When Defence policy changed in late 1987 allowing females to be employed as Vehicle mechanics, Julie was one of the first to apply. Attending the 1/88 ATMV course at RAEME Training Centre, she developed a flair for using hammers, vice grips and adjustable wrenches. Her skill became so well known that the ASM had these tools removed from her tool box for the duration of the course.

In April 1989 on completion of her ATMV course, she was posted to NQ Wksp Coy now Maint P1 TSV LOG COY. Since arriving in Townsville LCPL Winter has worked in FRTs, attended and

gained a creditable pass on Subj 2 for CPL, and has consistently produced work of a high standard. She actively seeks responsibility, knowledge and is an active member of both unit and her local community.

LCPL Winter is well on the way to fulfilling her career ambition of being the first female ASM.

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A Rose By Any Other Name

by **LT. CRAIG JOHNSON**

"Wot's in a name? she sez. 'Struth, I dunno, Billo is just as good as Romeo. She may be Juli-er or Juli-et - 'E loves 'er yet"

The Sentimental Bloke C. J. Dennis

Nestled on the southern bank of the Brisbane River, just upstream of an engineering marvel, the Gateway Bridge, lies the support Area Workshop Battalion. To many, the cluster of buildings and sheds at Bulimba would be better known as 1 Base Workshop or, perhaps to the more senior reader, as the Northern Command Workshop. Do not be deceived by the picturesque location and the aura of pervading calm, for within these buildings lies a cohesive and industrious team, bristling with activity as it attempts to achieve the unit's new role while living up to the name and reputation of other units which have occupied the site.

Recent changes to logistic units have been evidence of the need, within Logistic Command, to continually assess support to many areas of the Army. The demise of 1 Base Workshop and the raising of the Support Area Workshop Battalion (SAWB) is proof that this process is in action today.

For these past few years we have witnessed enormous changes to the Service units throughout Australia.

The Workshop Open Day - September 1991



An enthralled group of neighbours and dependents learning about the intricacies of the MUA Section.

The Workshop Open Day - September 1991



When the safety catch is in this position . . . SSGT Wilson explaining to some young visitors safety aspects of various weapons

Amalgamations, disbandments and perhaps most confusingly, at least in everyday terms, name changes, have been the results of this reorganisation. It would be opportune to note at this point that the Support Area Workshop Battalion is just that; not the Area Support Workshop Battalion or any other variant. The justification for this particular name is a worthy subject, however, let us first examine some of the roots of this workshop. It will become evident that there is more to the Support Area Workshop Battalion than merely a change of name.

The unit originated late in 1945 from an amalgam of RAEME units and detachments which proliferated in the Brisbane and South East Queensland region. The Bulimba site, which was occupied during the War by an American water transport unit, was chosen as the location to bring all these disparate units together. In mid 1946 the 1st Military District Workshop was formed; the name changing later to Northern Command Workshop. Some of the unit's involved in the amalgamation were the 1st Australian Advanced Watercraft Workshop, the South Queensland Area Workshop and Queensland Line of Communications Workshop (AEME) which had roles and tasks similar to those undertaken by the Support Area Workshop Bn.

Other name changes have been visited upon the unit occupying the Bulimba site including 1 Base Workshop Battalion in June 1973. (Apologies to those who find the clear recollection of these dates embarrassing.) On 2 July 1990, the unit was redesigned the Support Area Workshop Battalion and assumed the role that involves both static and deployed operations, but similar to its antecedents.

The familiar static base repair function has always been present in the Workshop regardless of its name. There is now,

A ROSE BY ANY OTHER NAME - CONTINUED

however, an additional requirement to provide a predesignated deployable element to supplement the civilian infrastructure or Army workshop in the Australian Support Area, or if necessary in the AO, while continuing to operate a productive base repair facility at Bulimba. Hence the name: Support Area Workshop Battalion. The manning of this deployable element is derived from key positions throughout the SAWB. In obtaining the manpower for the deployable element in such a manner, it is possible to deploy and yet simultaneously maintain a viable base repair facility. In this aspect the role of the unit complies to both EME doctrine and the concept of low level operations.

The deployable element can consist of up to 100 personnel: tradesmen, administrators and supply personnel, both civilian and military as required. The organisation of this element provides enormous flexibility and can be tailored in terms of manning, finance or trade structure to suit the operational situation. It can also be tailored to fit into a civilian or military workshop and one such workshop at Mt Isa mines will be visited during Exercise NORBASE 91.

It is the intention that the NORBASE series of exercises will be conducted every two years and that different sites in Northern Australia will be visited and assessed for the ability of the deployable element to integrate with local infrastructure.

A significant feature of the deployable element is that it is on 120 days notice to move. This implies that the organisational and movement requirements necessary for deployment should be readily achieved. The element is designed to integrate or co-locate with another organisation, military or civilian, and thus does not need field equipment to set up like a field workshop. With no dedicated field equipment, accommodation, office facilities or communication equipment the element has to hire, buy or build these facilities. If required the deployable element can have a significant fabrication and reclamation capability. It is designed primarily to repair vehicles but has the capacity to

repair all equipment types. The unit may administer itself, if necessary, or it can rely on the support of other units. The deployable element is an extremely flexible unit, which will rely heavily upon existing civilian and/or military facilities or infrastructure in remote localities.

A major strength of the workshop is incorporated in the blend of civilian and military manpower. This equally proportioned combination, approximately 50 - 50, provides both the versatility and productivity necessary to meet its role.

Another feature unique to the SAWB is that the Repair Parts Supply (RPS) element is not an integral part of the workshop. Brisbane Logistic Battalion (another new name), at Meeandah, is responsible for repair parts supply to the SAWB. The detachment located at Bulimba is responsible for processing demands on behalf of SAWB and undertaking local purchase in peacetime. A system for operating in the North will be considered during NORBASE 91.

As well as being a customer of the Brisbane Logistic Battalion the Spt Area Wksp

Bn maintains Light Repair Platoons across the river at Meeandah and Banyo. Their task is to inspect stores on a cyclic basis and undertake minor repairs to depot stock. These respective detachments, and a growing amalgamation of social activities and sporting teams, assists in fostering and maintaining the good relationship already evident between the two units. The officer's mess at Bulimba Barracks is now a combined mess for both units.

Throughout the Army there are difficulties associated with filling the current establishments. At SAWB this has obvious repercussions upon production so to alleviate pressures imposed by manpower shortages across the Army, every effort is being made to draw skilled personnel from all sectors of the defence and civil community. The SAWB is currently manned by regular tradespersons, public servants, full-time reservists, lateral recruits, contract repairers, resident contractors and RAAF tradesmen on detachment.

For those who have not heard of lateral recruiting, it is a scheme introduced in June 1990 to meet shortfalls in specialist areas. The scheme is designed to provide short term solutions to unit manning problems by targetting civilian tradespersons with no prior military experience but with good trade skills and recruiting them directly into the units. Three lateral recruits currently serve at the SAWB with two more in the unit recruiting process.

The necessity to maintain close working relationships with work place delegates and staff is paramount to the efficient and effective operation of the SAWB. A Unit consultative Committee (UCC) has been established to improve the process of communication between management and civilian employees and to provide a forum for discussion to resolve broad work place problems inevitable and future restructuring of the unit.

Offrs/SNCO -v- OR Cricket Match



An animated debate about LT. Lawson's batting style. The ORs won by around 70 runs through sheer talent and a little sledging from Bay 13

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A ROSE BY ANY OTHER NAME - CONTINUED

The majority of the production effort at SAWB is equally split between vehicle and general engineering equipment maintenance, mainly to depot stocks and regional dependent units. The 89/90 fiscal year saw 11 A vehicles, 2591 B vehicles and 107 C vehicles pass through the unit's workshops. Initiatives to improve and refine the productive output of the SAWB includes a commitment to the principles of Total Quality Management (TQM). Some quality Circles (QC) have been established within the workshop and are designed to encourage worker participation, increased productivity and reduced waste. Some unit members have taken advantage of local TAFE courses to increase their awareness and knowledge and RAAF Base Amberley has generously provided other courses for unit staff.

The unit (both as 1 Base Workshop Bn and SAWB) has continually sought avenues of reducing costs. These initiatives have been recorded and reported to Log Comd regularly in Log Comd Quarterly Productivity Returns. The return submitted on 18 Sep 1990 listed eight current initiatives that are expected to yield savings of over \$230,000 per year.

As Logistic Command units within 1 MD continue to be involved in further restructuring, no doubt the SAWB will be effected. Notice has already been received that the operation at Banyo will cease by 1 November 1991 and be incorporated into the structure at Meeandah. Various proposals have been cited

concerning a possible merger of Brisbane Logistic Battalion and SAWB. Among these options are plans to redevelop the Meeandah site to include the SAWB or rationalise both facilities and relocate to a 'Green Field' site.

The raising of the Support Area Workshop Battalion clearly involves more than a change of name. A new dual role, including a deployable element, and initiatives to improve workshop efficiency and effectiveness have been introduced. Developments associated with the new role are still in the embryonic stage and continue to provide a challenge to all concerned. Accurate predictions as to what the future may hold are a rare commodity. There is, however, little risk in predicting that the dedicated and talented team at SAWB will be working together to meet any new challenge, even under a new name.

..... If she's the girl 'e wants, then she's 'is queen, Names never count But ar, I like 'Doreen'!



RAEME Vietnam Association

It is pleasing to be able to report that a Western Australian Branch has now been formed. Our main aims being to assist our members where possible and retaining our corps identity. On Anzac Day 1990, I am proud to report, we marched behind the Corps Banner being the first Vietnam Association in Perth to do so. From here on in we have been assured that other Corps will follow our example. We have now an up to date register of all WA personnel that served in Vietnam. Any RAEME Personnel requiring assistance in any matter may contact the President, Garry (Snow) Whykes, 33 Kanimbla Way, MORLEY, WA, 6062, Phone 276 1920, or Sec/Treasurer, Don Horsley, 11 Celestine Street, WANNEROO, WA 6065, Phone 306 2946

Yours faithfully,

DON HORSLEY,
Sec/Treasurer

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A year with the Bird Gunners

by LT ED SMEATON

The turn of the decade lived up to all its expectations for the boys of 16 AD Regt Wksp in Woodside South Australia. 1990 proved to be a very eventful year, with the Workshop out classing the Gunners (Gunnies) of the Regiment once again in the Hayden Shield military skills competition whilst two of the Workshop's TES (G) tradesmen departed for the Gulf as part of the Regiment's involvement in OPERATION DAMASK.

What began as a reasonably sedate year began to hot up when the dates for the Hayden Shield were announced. With no time to train, the Workshop gathered together a motley crew of ten men led by LT Mark Dixon and threw them head first into the event. The competition, which is contested for by the three Artillery Batteries and the Workshop, consists of six stands which are all designed to test basic soldiering skills.

With five of the stands behind them the lads looked forward to completing the last hurdle, the obstacle course. By now the scores were reasonably close and the quickest time over the obstacle course would win the day. A lot of blood, sweat and determination saw the Workshop team come home as overall winners and the shield was returned to its rightful place in the Workshop orderly room.

That most important function of the year was held on the 1st July when it was time to celebrate the Workshop's 12th birthday with the traditional game of Australian Rules between the Blackies (vehicle mechs) and the Pinkies (rapier mechs). Play started in appalling conditions, with the rain only stopping for the hail. It was reported at half time that CFN Shane (Cooky) Cooke was drinking anti-freeze just to stay mobile.

Play in the second half was fierce, the main tackling technique was to hold your opponent down until frostbite set in. A dispute arose when it was discovered that the Pinkies were fielding a ring-in, but they weren't penalised as they were soundly defeated 4-4 to 2-7 by the blackies.

After the game both sides defrosted around the BBQ and the youngest member of the Workshop (no it's not an officer) PTE Darren (Dags) Smith cut the birthday cake.

It was now time to get serious and prepare ourselves for the deployment of the Workshop's TST and TSS in support of Ex Pitch Black 90 in Northern Australia.

The first phase of the exercise involved a road move from

Woodside to Darwin, a relatively uneventful trip due to the fact that the Regiment's notorious 1 Ton Landrover (1 Tonnie) were trucked up. The only victim for recovery mechs CPL Greg (Dutchy) Holland and CFN Gordon (Diesel Dog) Wells was a CL vehicle which couldn't be repaired due to a lack of repair parts. On the last day of the convoy a Unimog developed a death knock and had to be A framed into Darwin. Some good scrounging by the TST's resident Roaches SGT Hayden

Shipway, CPL Russell Amos and PTE Darren Smith saw a Unimog engine come to the rescue. The engine was replaced by CPL Steve Coppock and CFN Dave Bently and a few others in the paddock where the vehicle was parked.

After a well earned evening on R and R it was time for the real work to commence. 111 Battery and its TSS departed for Pt Keats and once again the Gunnies showed their prowess at parking vehicles in trees, on rocks with all four wheels off the ground and getting their trailers to do somersaults. CPL William (Hobbo) Hobson and CFN Ian (Scoota) Schutz made good use of civilian crocks in the Pt Keats used car supermarket for those hard to find parts. CPL Paul Inglis was kept busy by repairing cassette players and teaching his partner in crime, CFN Wadley, to play 500 to make up the foursome.

Meanwhile 110 Battery headed south in defence of supply routes and it was now time for the generator mech CFN Craig (Scully) McLeod and the Pinkies CPL Darren (Noddy) Dwyer and CPL Rodney (H) Hawksworth to earn their keep. Many a late night and an early morning was spent keeping as many kits as possible in a serviceable condition.

The next phase saw both batteries operating together to defend RAAF Base Tindal, and as you could tell by Scully's mood, gen sets were the major problem.

A quiet trip home saw the boys back to the friendly rain of Woodside in no time at all.

Sunday 26 August 1990 is a day CPL Paul Inglis won't forget in a long time. After a big night on the town he was awoken to an early morning call "CPL Inglis I've got some exciting news for you. You're going to the Gulf!". The next two days were a bit of a blur as he prepared himself to replace CPL Thannhauser who was being recalled from HMAS Success for medical reasons.



After the 3 rival gunner sections chewed up the obstacle course in a display of questionable teamwork and leadership, the 'Mighty Wksp' in glorious form managed to obtain the most outstanding time and proved first-class entertainment for the crowd during the Hayden Shield

A YEAR WITH THE BIRD GUNNERS – CONTINUED

However life slowed down again as he suffered a 15 hr flight on a C130 to board the ship just off Diego Garcia on the 29 August.

It took CPL Inglis about two weeks to orientate himself to the way of life on board a ship and to work out who was what, what was what and where it was. He was accommodated along with the other members of the RBS 70 detachment in an Atco hut on the deck of the ship which they affectionately named "The Ritz".

After 53 days at sea they had their first stop in the port of Muscat in Oman and with beer costing \$150.00 Australian a carton, drinking ashore wasn't big priority at all! The times they did manage to go ashore provided a great break from the ocean surrounds of their big grey house and the spirits of all aboard the ship were lifted.

Christmas day was spent in the Seychelles, where yet again alcohol was expensive and the casino made a roaring trade. With no time to celebrate New Years Eve the ship entered the Arabian (Persian) Gulf on the 1st January 1991 for what was supposed to be a seven day stint as duty tanker for a battle group which consisted of American, British Canadian, Dutch, Italian, Argentinian and Australian vessels. It was an extremely hectic week which stretched out to 26 days due to an American ship running aground and the Canadians having a crew change.

The greatest disappointment for the whole crew was the fact that the ship had to leave the Gulf, after waiting so long for some action, as CPL Leo Thannhauser and the crew of HMAS Westralia were already on their way.

After a maintenance stop in Singapore the ship returned to some six thousand well wishers at Port Adelaide. Unfortunately the adventure didn't provide for a great deal of RBS 70 repair work, however, some very important lessons were learnt about maintenance of the kit in the harsh conditions the ocean provides.

As the Magnificent Eight steamed towards the Gulf the remainder of the now highly motivated Regiment was preparing itself for EX IRON MONARCH.

For the first time in 1990 the entire Regiment packed its bags and roared across to Puckapunyal Range at a bustling 65 kph. To the relief of the Blackies the Regiment was now supplemented with the new Landrover 6x6 and the days of the 1 Tinnie were soon to be over.

After a night in site four, the Batteries left to reconnoitre their positions and the Log Echelon, under the command of OC Wksp MAJ Michael (Thumper) Lappin, deployed onto Pucka Range.

Once in position the shovels came out and digging commenced. The TQMS WO2 Ross Wheeler had a few tricks up his sleeve, when to everyone's relief, he began issuing paving breakers. However, this was not enough to ease the burden of digging so the second line Pinkies, led by SGT Gary Smith, decided to start shift work in their ERE's in an attempt to escape the digging blues. Alas though no sooner had the Defence Officer LT Owen Farrow given everyone's pit the 'OK', it was time to redeploy and the site had to be filled in.

On the second time around the OC made sure everyone had a shovel in their hands and work didn't stop until crawl trenches were completed! The only periods of relief were during stand to when CPL Mark (Griffo) Griffiths provided the Echelon with K Phone FM.

Meanwhile out in the Batteries the Gunnies were up to their normal tricks which saw CPL Hobson walking out to crock only to find he had been given the wrong grid reference. The Pinkies also found the work load demanding, with CPL Hawksworth

setting the Exercise record with over 48 hours out on a job before returning back to the TST HQ. The Blackies supporting 110 Battery were having to cover two or three Rapier sites on the one job just so they could keep up with the rate of falling gen sets, as CPL John (Greeny) Green found out when he came forward from the Log Echelon to try his luck with TST.

When the exercise finally finished it was back to site four for a chance to clean up before the long haul back to Woodside, and for the fortunate few a chance to taste some of the ASM's WO1 Peter Leeman, home brewed Log Ech Plum Wine.

The year's work was rewarded with a very relaxing week in Berri on the Murray River as the workshop indulged in some adventurous training. Water skiing, abseiling, canoeing and gliding all provided great day-time relaxation, but as CPL Andy Parker will tell you, you couldn't beat a workout in one of the many health clubs of Berri with a few mates after dark.

The last night of the Exercise provided each section of the Workshop with an opportunity to put forward their views on the year and some of its characters in the skit night. This also provided the ASM with a chance to recite some of his infamous satirical poetry.

The year then slowly wound down to a finish with the workshop combining with other RAEME units within 4MD to celebrate the RAEME Birthday with a sports day and BBQ in Adelaide. A final chance was given to all to let their hair down at the fancy dress Christmas party, which also provided an opportunity for goodbyes as people departed on leave or posting.

All in all the majority of the workshop personnel had an enjoyable year and our hard work was rewarded with recognition from the Regiment's CO on a job well done, for without his 63 RAEME members he realises his unit isn't going to go anywhere.

Individual excellence was also recognised with CPL Dwyer being awarded the Soldiers Medallion for exemplary service.

As new characters begin to emerge from the workshop floor, 1991 will also hopefully prove to be an equally exciting and enjoyable year.

We say farewell and good luck to the following members who left the workshop over the Christmas period:

| | |
|-----------------------|--------------------|
| CAPT Owen Farrow | Log Comd |
| CAPT Andy Kay | Perth Log Bn |
| CAPT Ricky Parker | Dunroon Wksp |
| SGT Phil Forrest | RTC |
| SGT Gary Smith | P+EE Pt Wakefield |
| SGT Hayden Shipway | P+EE Pt Wakefield |
| CPL Gary Bartlett | Diggers Rest |
| CPL John Benbow | School of Arty |
| CPL Phillip Dawson | RTC |
| CPL Derek Field | 131 Div Loc Bty |
| CPL Brett Johnson | 5 Avn Wksp |
| CPL Ray Woods | RAAOC Centre |
| LCPL Greg Boyd | School of Arty |
| LCPL Craig Charters | BLG |
| LCPL George Grantham | 104 Fd Wksp |
| LCPL Michael Patching | PLB |
| CFN Ian Cambell | Area Spt Wksp |
| CFN Shane Cook | Townsville Log Coy |
| PTE Mark Loaring | Ashgrove Log Coy |
| CFN Brad Mossop | PLB |
| CFN Craig McLeod | 101 Fd Wksp |
| CFN Ian Schutz | Discharge |

48TH RAEME BIRTHDAY

The 30th November 1990 saw a return of the traditional combined RAEME units from the Brisbane and Oakey areas, celebrating the 48th annual RAEME birthday. In recent years, RAEME units have not combined to celebrate the birthday of the Corps due to the conflicting activities and a general lack of interest perhaps resulting from recent restructuring of the Logistic Command

units. However, this year with a new Colonel Commandant in 1st Military District new plans were laid early and old traditions reused.

The birthday celebrations were held at Bulimba Barracks and hosted by the newly raised Support Area workshop Battalion. Festivities included a Sergeant's Mess buffet and a formal dinner in the Officer's Mess on the eve of the birthday.

Other festivities that occurred on the birthday day were the obligatory parade, morning tea, a sports day and a BBQ.

The parade day dawned hot and sticky, a typical Brisbane November day, with a slight breeze blowing off the Brisbane River. The breeze quickly disappeared by parade time and the parade comprising three companies, one each from the Support Area Workshop



Reviewing Officer, Brig J. Ryan, Chief of Staff HQ Log Comd, accompanied by the CO Spt Area Wksp Bn, Lt Col R. L. G. Grant



CSM of the Spt Area Wksp Bn, WO2 'MO' MacPherson leads the members of the Spt Area Wksp Bn to the RAEME Birthday Parade



Presentations of GOC Commendation to Mr Bill Winterton M.M. for service to the unit as a fitter armament

48TH RAEME BIRTHDAY

- CONTINUED

Battalion, the Oakey Workshop Battalion, and 106th Field Workshop representing the 1st Division got underway in the full blaze of the Queensland sun. Host for the parade was the Colonel Commandant 1st Military District, Colonel L. Edis. The reviewing officer was the Chief of Staff Headquarters Logistics Command, Brigadier J. W. Ryan. Despite two rehearsals and the obvious discomfort the parade was conducted to a very high standard and ably supported by the pipes and drums of the 8/9th Battalion Royal Australian Regiment.

As is the occasion with RAEME birthdays, it was a time to reward those members of the Corps and the unit, both military and civilian for their hard work and dedication throughout the year. This year was no exception with the following receiving well earned awards:

Defence Force Service Medal

SGT B. McAbe SAWB
(for 15 years of service)

GOC Log Command Commendation

SGT K. Beutel SAWB
(for his outstanding contribution to catering at Bulimba)

Mr W. Winterford, M. M. SAWB

(for his contribution to the repair of small arms and armaments)

LT Peter Jennings Award

LT P. Holmes HQ 1 DIV EME
(for the most outstanding results achieved on the Regimental Officer's Basic Course)

National Artificer of the Year Award SSGT Barnes RAEME Aircraft Maintenance School Oakey

(for the most outstanding results achieved on Subject 4 for WO (Artificer))

National CFN of the Year Award CFN Winter Townsville Log Coy

(for attaining the highest level of military and technical standards for CFN and apprentices both ARA and ARES on a national level.)



Presentation of GOC Commendation to SGT K. Beutel for services to the unit as the Catering Supervisor

SAWB CFN of the Year Award LCPL Roughan SAWB

(for attaining the highest level of military and technical standards for CFN and apprentices at SAWB)

At the completion of the parade and morning tea, the sports carnival commenced. The idea of the sports

carnival was to have some fun, a few beers, a few more beers and if competing in any of the events, trying to avoid causing injury to oneself. The most enjoyable sports event of the day would have to be the CO/RRMs' event. This event, being the last event of the carnival, is conducted in the heat of the day and allowed the soldiers to cool their respective CO and RSM down with make shift water bombs. The formalities of the sports carnival were then conducted with the 1st Division units taking out the sports trophy, whilst the Support Area Workshop Battalion won the tug-o-war shield.

The official day's activities concluded with the BBQ and the ceremonial cutting of the birthday cake. The socialising however continued into the early evening and only started dispersing when some of the RSM's and event organisers decided it was time for a swim courtesy of a large majority of the diggers still standing in the beer garden.

The day's activities appeared to be very successful mainly due to the enthusiastic participation of all attendees. The new Colonel Commandant for 1MD, COL L. Edis, was heard to mutter through his sun cracked lips that he was not sure what he had taken on in his new position if the pace of the Corps Birthday was to continue throughout the coming year. Despite the hectic pace, he was obviously pleased to see that, despite restructuring and the distance separating RAEME units in 1MD, the *Espirit-de-Corps* was alive and well.

Next year it is the Divisional RAEME units' job to host the Corps Birthday and, in the 50th Anniversary Year, Oakey Base Wksp Bn has the honour.

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3MD RAEME Birthday Parade – 48th ANNIVERSARY

by LT R. N. FRANCISCO

RAEME personnel in 3MD recently celebrated their Corps 38th Anniversary in grand style at RAEME Training Centre BANDIANA in North-East Victoria.

Parade participants were drawn from a number of units throughout 3rd Military Districts and also included students from Vanuatu and Papua New Guinea. The parade was commanded by LTCOL Richard Fullford in his last formal parade as CO/CI RAEME Training Centre, the Host Officer was the Colonel Commandant RAEME 3rd and 6th Military Districts, Colonel P. R. Tremain at his last RAEME Birthday Parade in that capacity. Brigadier Millar ADC received his last RAEME Birthday Parade in his appointment as Director General Electrical and Mechanical Engineers.



(From left to right) LTCOL Fullford, BRIG Millar, CAPT Barratt and Colonel Tremain inspect the 3MD RAEME Birthday Parade.

The parade was not just one for 'last occasions'. This year was the first year that the Brigadier H.L.C. Martins Award was presented. The Award is to be presented annually for technical excellence displayed in Subject 4 (Sgt) trade courses and this year the recipient was SGT T. C. Woolerson of RAEME Training Centre. The Award commemorates BRIG H.L.C. Martins who was a former Director of the Corps who died in 1989.

There was further significance in the parade in that it was the graduation of the 42nd class of Army Apprentice Tradesman. A total of five Craftsman received their graduate certificate on the parade.

Other Awards presented and their recipients are listed below:

- The Seymour Mechanical Services Trophy – CPL Lewicki of Puckapunyal Logistics Battalion
- The Stan Taylor Trophy – LCPL Dempsey of Bandiana Logistics Group
- The Deason Trophy – CFN Love of Bandiana Logistics Group
- The Summers Cup – CPL Barnett of Puckapunyal Logistics Battalion

- The Mercedes Benz Award – CPL Jaudzems of Bandiana Logistics Group
- The 3 EME Group Trophy – CP1 Ogden of 1st Armoured Regiment Technical Squadron
- The Regimental Award – WO2 Green of RAEME Training Centre
- The 3rd Military District ARA Craftsman of the Year – CFN Whelan of 1st Armoured Regiment Technical Squadron
- The National Army Reserve Craftsman of the Year – CFN J. D. Smith of 4/19 Prince of Wales Light Horse

PASSIONATE PLEA

Subject:

NAVIGATION EXERCISE

CSM ARMT WING

The reasons I cannot attend the Navigation Exercise are as follows:

- I was born a pointy-head in the State of Tasmania and during my time there I was never able to walk more than 1,000 metres in any direction in a straight line. This was due to the restricted size of my homeland State and I strongly believe that, if required to attend the exercise in Chiltern State Forest, I could cause the DS hardships by having to walk around for hours in a circle (in a manner similar to a Metalsmith) prior to disappearing up my own orifice.
- Those 16 years of walking around the State has caused one of my legs to be longer than the other. This was the leg that was constantly in the water and, unless the Navigation Course is by the sea, I believe I could be the main character in the modern version of an old Australian song titled 'Little Boy Lost'.
- The Chiltern State Forest is abundant with trees and trees cause shade. Grass grows in the shade. Grass is a type of ground cover that acts as a camouflage. Animals use camouflage effectively to hide in wait, ready to strike. Snakes strike quickly and in an effort to deny all snakes the chance to latch on to my body, I am reluctant to participate in this fine example of a well organised and thoroughly relevant military operation.

D. ROBERTS WO2

1 Dec 90

Response to Passionate Plea

NAVIGATION EXERCISE

WO2 ROBERTS

In reply to your Minute of 10 December, 1990.

- On this particular NAVEX there is no distance more than 1000 metres that is in a straight line.
- Having one leg longer than the other is an advantage on the course that has been set.
- The chances of a snake getting low enough to bite a Tasmanian (fitter) are very remote.
You are going to enjoy this well organised, relevant military operation.

T. STACEY, WO2, CSM Armt Wing

10 Dec 90

THE RAEME BANNER

by **LT R. STOWER**

The original purpose of a Banner was to provide a focal or rallying point which soldiers could easily identify as "Their Own". Since Prince Phillip presented his Banner to the Corps on 20 May 1986, it has spent most of its time, regrettably, on display in the RAEME Officers Mess in Bandiana.

Due to the distances of units from Bandiana, seldom do soldiers outside of 3MD have a chance to parade with "Their Banner". This is unfortunate as it serves as a poignant reminder of our proud history and a link to the Arms and services we support.

Between June and August I was fortunate enough to be appointed as the Custodian of the Banner and tasked with escorting it to Brisbane, Townsville, Oakey and Sydney, where it was to be paraded. The parades held, ranged from Pre-emptive RAEME Birthdays to Unit Birthdays.

While many people viewed my appointment as the Custodian as a Swan Trip (and, indeed, it was far from an arduous task), it provided me with an interesting and enlightening Tour-de-Force of RAEME in the 90s.

BRISBANE

My first task was to collect the Banner from RTC and bring it to Bulimba where it was to be held when not being paraded. This one trip turned out to be the smoothest of the many that were to follow. The only "stuff up" was my arrival at RTC two days earlier than the RSM, WO1 Lowe, expected. It was also the last time the airline proved to be willing and helpful, a situation that was to see me age considerably over the following months.

The Banner transit box was built by the then 4 Base Wksp Bn, and I am sure they thought they were building something for a Leopard Tank. It is anything but portable and weighs 85kg fully loaded. Due to its size it cannot be carried on the aircraft that service Albury so a drive from Sydney to Albury and back was required. For those who have not driven one, a Cabstar tends to float all over the road in high winds, particularly when it has no load. While the box weighs 85kg, it is not

heavy enough to settle the truck so keeping awake on the lonely trip was no problem; staying on the road was.

The first parade for the tour was to be the last Birthday Parade for 1 Base Wksp Bn before it became Spt Area Wksp Bn. The Birthday marked 17 years of production as 1 Base and heralded yet another change in name; the third in 30 years. Hopefully the change in the role of the workshop will be of greater significance to the Army. The parade was reviewed by the DGEME, BRIG Millar, the Comd 1MD, BRIG Harris and the Honorary RAEME COL COMDT for 1MD, LTCOL Eddis.

The second parade in Brisbane was at 104 Fd Wksp, also located in Bulimba Barracks. The parade was well attended by the ARES members of the Unit and it was the first time that many of them have seen the Banner. The

interest and enthusiasm shown when the Banner was put on display after the parade reflected highly on the professional attitude of the Ares.

TOWNSVILLE

The highlight of the trip with the Banner was the time spent in Townsville. For those who believe that the Defence cuts have taken the soldiering out of the Army or believe that RAEME is becoming a Corps of civilians in uniform, I recommend to you a posting to the ODF. The difference in attitude and the mission orientated approach displayed by the Officers and men of the ODF is a reassuring reminder of why we are here.

The return trip to Brisbane proved the most harrowing of the journey. The Banner was secured in 102 Fd Wksp's armoury. I would have thought it a simple process to collect the Banner, drive to the airport and load the transit box, all the same I gave myself a fudge factor of one hour. What was on the surface a simple plan turned into:

- Three hours trying to open the ADs safe (where the combination to the armoury was stored).
- One missed flight.
- Half an hour trying to open the armoury (combination now found).
- 45 minutes cutting our way into the cage where the Banner was stored when the key could not be found, and

*A moth eaten rag
On a worm eaten pole
It does not seem likely
To stir a mans soul
Tis the deeds that were done
Neath the moth eaten rag
When the pole was a staff
And the rag was a flag*



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THE RAEME BANNER CONTINUED

- A mad dash to the airport with only 20 minutes to load the transit box and get on board.

My thanks must go to CAPT Andy Adams for his persistence with the safe and armoury and his sense of humour.

To top off what had been a bad day, Ansett, in a rush of organisational efficiency, managed to lose the Banner Pike in transit. The people at the freight terminal could not understand why I was so upset about losing a pole 2.3 metres long. They quickly realised the extent of my distress and flew the Pike down the next morning.

SYDNEY

The 33rd Birthday Parade for 101 Fd Wksp was easily the best conducted (choreographed?) of the tour. It was complete with four APC(F)s holding ground and a three ship Kiowa fly past trailing the RAEME tricolors. I fear they may have over done it on the latter as the smoke used in the Corps colours nearly obscured the parade and certainly caused some discomfort to the troops on parade.

The impressive list of Reviewing Officers bears witness to the high regard held for 101 Fd Wksp and the vital role the Unit fills in supporting 1 Bde. The reviewing Officers included MAJGEN Sanderson, the Representative COL COMDT for RAEME, MAJGEN Powell and the DGEME.

OAKEY

The last engagement with the Banner before returning it to Bandiana was to be at Oakey. By this stage I had learnt that it is best to confirm, check, and remind all involved of what is happening. With this process in mind I rang the Adjt at Oakey Wksp, LT Stephenson, to confirm, check and remind, only to be told that the parade had been

cancelled and the Banner would not be required after all.

Both the Adjt and the RSM at Oakey insist that formal notice of the cancellation was given. I have still not seen it.

THE RETURN

While my tour with the Banner had been interesting, the day I was to return it to Bandiana could not come soon enough. Still conscious of the need to confirm, check and remind I contacted the Adjt at 101 Fd Wksp to confirm that the transport he was to provide had been arranged. I had also reminded him of my requirements when I brought the Banner down for their parade. I should not have bothered.

On arrival at Sydney airport I was to be met by a driver from 101 Fd Wksp. I should not have been surprised when nobody showed up so why was I? Used to this I decided to give them an hour before calling. When I did call the Adjt, surprise, surprise, he was at morning tea. He also spent the rest of the day making himself highly unavailable.

Just when my sense of humour was about to fail a Unimog from 5/7 RAR pulled up outside the terminal to collect a soldier who was returning from leave. An opportunity missed is an opportunity wasted so I commandeered the vehicle, driver and passenger, collected the transit box and set off for Ingleburn. The Adjt had not quite made it out of the Unit by the time I arrived there, but he was trying. It was a happy reunion with only a few words exchanged.

CONCLUSION

My duties as Banner Custodian are complete, the Banner is back in the RAEME Officers Mess and, from Townsville to Sydney, RAEME Officers and soldiers are facing and addressing the same problems with the same professional attitude.

While it would be a lie to say the soldiers enjoyed the opportunity to parade with their Banner (as none of them really enjoy a parade), the pride they show at being both good soldiers and good tradesmen is obvious. No problem is too much, no effort is too hard.

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A Year In The Life of 2/3 FER Workshop

by WO2 STEVE JOYCE

Hello out there to all fellow RAEME Soldiers, particularly those in Land Command Units, who will understand when I say that soldiering today (real soldiering!) is just as difficult, frustrating, time consuming and enjoyable as ever.

I thought I would take this opportunity to briefly give you an insight into life within 2/3 FER Workshops over the past 12 months or so. To do so however, I must explain that although 2/3 FER Workshop is one of the largest RAEME Land Command Units, we are geographically dispersed over 2,5000 km of the eastern seaboard.

The Workshop HQ's is located in Brisbane and provides the Admin and Technical Command function for our two detachments located in Townsville and Sydney.

The role of our Workshop is to provide Repair and Recovery Support to 2/3 FER, a difficult task considering our dispersment.

Initially 1990 appeared to be a relatively steady year as far as engineer work tasks go however, this assessment was very quickly proved wrong. Early in the year both our Brisbane and Sydney Workshops were kept busy carrying flood relief work. Brisbane elements spending two weeks at Alpha, Qld and the Sydney elements going to Warren in western NSW. A special well done to our Sydney Detachment who were only given 2 hours notice to move out to Warren and achieved a state of readiness in under that time. Well done guys!

All detachments were involved with supporting Engineer Squadron and also



Members of 2/3 FER Wksp Brisbane Det November, 1990

Brigade Exercises in the first half of the year, and a high degree of service was provided on all occasions.

Members of the Brisbane detachment have particularly fond memories of Shoalwater Bay. During the annual 7 Fd

Sqn (Brisbane) exercise we encountered 33 inches of rain in 11 days. I kid you not. Rain coats are no longer considered an optional extra!

The majority of training within 2/3 FER was directed towards preparing for



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2/3 FER WORKSHOP - CONTINUED

the Regimental Exercise "Fort Knox 90" in the Rushworth State Forest, Victoria.

The build up for the Exercise commenced around the end of September and culminated with the entire Regiment and Workshop arriving and deploying to the Waranga Basin area near Rushworth.

This was the first time the Workshop had worked together with the detachments combined. Obviously each detachment had their own work practices and idiosyncrasies, not to mention their own interpretation of SOPS, however in a relatively short time, problem areas were largely resolved and the Workshop managed to provide a high level of support to the Regiment. The Workshop Fitters in particular worked long hours ensuring engineer bridging equipment including the "little known about" FSB (Floating Support Bridge) were always operational.

At the conclusion of our Regiment Exercises the Regiment went straight into supporting the 1 Brigade Exercise "Predators Advance". At this time our Sydney Workshop detachment left us to provide support to 1 FD Sqn as part of the overall Brigade Exercise. The remainder of the Regiment were employed constructing FSB, MGB and

LFB Bridging at different crossing points over the Goulburn River.

The Workshop minus Sydney Detachment were extremely busy during this period with numerous FRT's being sent forward to the bridging sites. Overall the workshop gained valuable technical and operational skills from these exercises and I'm sure will only improve the level of support provided to the Regiment in 1991.

November and December are normally relatively quiet months in Land Command Units, however all Detachments remained active during this time. Our Sydney and Townsville detachments completed adventure training activities which tested all those concerned. The Brisbane Detachment ended the year with a Range Practice at Greenbank and numerous alcohol related functions, the majority of which were compulsory.

A quick glance at the Activities Planner for year 1991 tells us that this year will be busier again however, I'm sure that last years experiences will hold us in good stead for anything.

We are fortunate that there is not a large changeover in personnel this year. The Workshop OC Major Gary Watman, CSM Steve Joyce, TQMS Pete Hattch

and WO ORD Al Cunningham are remaining at the Brisbane HQ. WO1 Neil "Wobbly" Wardill has marched in to replace WO1 Tom Tubbs who is now working at the Canberra War Memorial.

Our Townsville Detachment sees the ASM Jeff Tierney remaining and a new Detachment OC Lt Tony Tripley arriving. He replaces CAPT Russ Parker who is now with DSG Townsville. Good luck Russ.

There are no high level changes to our Sydney detachment with the OC LT Matt Hill and ASM Kev Merrick playing the game for another year.

At the "real workers" level we are losing a few valuable identities in CPL "Rager" Anstis, L/CPL Deano Hartley, L/CPL Geoff Smith, CFN Stewart ("I'll be back") Welsh, CFN Bugs Halliwell and CPL ("I'll do the goffa run into town") Wright, and a few others who have yet to go.

All in all 2/3 FER Workshops have been busy over the past 12 months and I don't foresee any real change to that in the next 12 months. With the quality of work and training provided, soldiers can only benefit from being a part of this unit. Here's hoping other units are equally successful.

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Chowder Bay 100 Years On

by WO1 K. EDWARDS

The Chowder Bay Barracks area boasts one of the most magnificent views of the Sydney Harbour foreshore and has had a lengthy association as a Defence Establishment, dating back as far as the 1890s. In May 1991 the Chowder Bay Barracks area will celebrate its 100th anniversary. The Barracks were originally constructed for the permanent submarine miners of the New South Wales Defence Force forming an integral part of the Harbours defence against the possibility of invasion. Since its inception the area, like many others, has been subjected to numerous name and role changes over the years. It began as the New South Wales Defence Force Submariners Depot (the Submarine Miners Corps was a short lived amalgamation of the Engineer Corps and the Torpedo and Signalling Corps). In 1902 the various Engineers Corps became the Royal Australian Engineers. The Chowder Bay area remained an Engineer Depot until 1939 when it was occupied by the School of Military Engineering Anti-Aircraft and Fortress Wing until in 1942 it moved to Middle Head. Just prior to this the need for water transport units in the Pacific had been established and the necessity to train crews for these vessels was realised. Chowder Bay was chosen as the Logical site and 1943 saw the formation of the School of Military Engineering Transportation Wing. By November 1944 the requirement for trained personnel could not be met due to the limited facilities at Chowder Bay and the Transportation Wing was moved to Queensland. However, Chowder Bay maintained its association with Army Small Craft and from 1944 until after the war it accommodated the Royal Australian Electrical and Mechanical Engineers and the 2nd Ordnance Smallcraft Park. With the return to peace and the re-organisation of the Australian Army, the Royal Australian Engineers returned to Chowder Bay to form the Transportation Centre (RAE) and in 1949 conducted its first course with a similar content to those of today. 1973 saw a further name change to Transportation Centre (RACT) and again in 1978 to the Maritime Wing of the Army School of Transport. Finally in 1985 the establishment regained its independence to become the Army Maritime School. The area is presently being extensively refurbished and upgraded to keep pace with the advances in today's technology. This includes three new classrooms, a

theatrette, Q store and library. The original mine store and workshop areas have for a number of years been used as classroom. These are also receiving a facelift.

The RAEME Marine Engineering Section of the Army Maritime School (AMS) presently consists of WO1 Ken Edwards, SSGT Royce Keenan, SGT's Toby Tidyman, Darryl Hall and Len Brown, CPL's Blue Elliott and Ian Hurrell and last and by no means least CFN Scott Maris. Whilst not otherwise engaged in writing Training Management Packages for a variety of ARes courses, we are gainfully employed in instructing in one of the four RAEME different courses run at AMS each of which is conducted two or three times per year. These are:

The Watercraft Maintenance Techniques Course

Designed to instruct Fitter Armament Tradesmen in all aspects of the duties of a craft engineer. In the 37 days of the course the students cover the operation, maintenance and repair of the following Army Watercraft; Landing Craft Mechanised (LCM 8) 56 Harbour Tug, 12 Metre Alum Workboat, Lighter Amphibious Resupply Cargo (LARG V) and the Boat Bridge Erection (BBE); together with all of the associated ancillary and auxiliary systems fitted to the above craft. The training is intense. Craft Engineer is unlike the tradesmen in other sections of the service in that he does not have the luxury of being able to call on the services of a Recovery Mechanic to recover his craft back to the workshop. The onus is on the Craft Engineer to maintain all of the equipment he is responsible for in a serviceable condition. An inopportune breakdown could well cause a loss of life.

Marine Equipment Maintenance Course

Instructs students in the operation, maintenance and repair of other marine equipments held by a variety of units like SASR, Engineers, Infantry, PTS and numerous ARA and ARes units. The content of the course covers life preservers, inflatable craft, breathing apparatus, diving equipment and the associated items pertaining to their operation, eg: the Bauer Compressor, Buoyancy Compensators and the maintenance and repair of outboard engines ranging from 11KW through to 225HP fitted to the various aluminium and fibreglass safety craft currently in operation within the Service. This course is designed for RAEME Fitter Armament Tradesmen posted to units to correctly maintain the equipment in a serviceable condition. Due

to the nature of this equipment, (being safety orientated) correct procedures must be strictly adhered to. Many of these terminals are Level 4 training.

The Supervisor Watercraft Repair Course

Designed to train CPL/SGT Fitter Armament, who have been employed in the Marine Employment stream for a period of time, in the additional techniques required for employment as Watercraft Supervisors in ARA and ARes Watercraft Transport and Watercraft Workshop units. These include advice on all technical aspects of watercraft, conduct a craft slipping, the preservation and storage of marine equipments, trade repair, diving and life saving equipment, the drafting of technical reports and EMEI's

Watercraft Maintenance Techniques LCM 8 ARes Course

This year saw, as a trial, the first continuous ARes course conducted at AMS for a number of years. 6 ARes students from 34 Water Transport Squadron in Brisbane attended a 16 day course on one specific equipment operated by the unit (LCM 8). The course covered all aspects of the requirements of a Craft Engineer as well as three days intensive training with Naval personnel in Damage Control and Fire Fighting at Nowra. Their enthusiasm and willingness to learn was commendable and was evident in their overall results. Queenslanders swimming in Sydney Harbour in July however, have a tendency to turn a brighter shade of blue than other students (a pre-requisite for all courses at AMS is the ability to swim 100 metres fully clothed with boots on).

Training facilities at AMS are second to none. The workshop is equipped for the instruction of the students with a 6/71 GM Twin pack, a 6V53 GM and a 300M series Cummins Engine all coupled to a self contained intercom system which allows voice communication between student and instructor whilst one or all three engines are being operated. As well as being instructed on the technical aspects of Marine Engineering, the area has a number of fringe benefits only a small number of units can boast. The classroom overlooks a topless beach. We do not have air-conditioning, but a walk to the end of the wharf for a swim during the lunch break could be on par with a run around Albert Park Lake.

It's a hard life but someone has to do it!!

A Place in the Sun

Part II

Darwin Wksp P1, Alias Wksp P1, HQ 7MD; Wksp P1, NORCOM Log Coy; Wksp P1, 7 Field Logistic Company; Wksp P1 7 Log Coy. Finally?

Since our last article just over 12 months ago, we have undergone several name changes and an almost 100% manpower turnover. Departures have included CAPT Guy (Does anyone know about Honda cars?) Mewburn, WO2 Mick (You mean this isn't the Sgt's Mess?) Hughes, SGT Tony (I've washed my hands of K89) Rykers, CPL Mick (Mitre II) Rutland, CPL Paul (Short arms long pockets) Myhill, CFN Mark (I slept in alright) Bzowy, CFN Alex (Who was Alex Johnstone) Johnstone, and civvie Keith (Not another xxx 304) Jones.

Our staff currently consists of CAPT Gerard (tell someone who cares) Stow, ASM Tony (So anybody qualified for the Wrecker?) McAlister, SGT Dave (You're xxx doing it wrong) Garrigan, CPL Don (Beep) Diery, CPL Vic (I've got a greasy video camera lens) Friar, CPL Steve (Jawforce) Avaiant, CPL Noel (Drunk again) Pianta, CFN Ted (I don't care if you're married) O'Brien, CFN Lee (I've never worked on this crap before) Bloom, and the following civilians: Shorty (High speed scout car pilot) Blacker, Chris (That will be the phone Neil) Bull, Pete (I didn't put any oil back in because none came out) Blazer, Doug (I work bloody hard, mate) Egan, Pop (I'm moving house again fellas) McAvaney, Peter (Velcrose gloves) Scott, Greg (Dull) Hull, Tony (Who?) Best, and our sole WOFTAM, soon to be a civvie Paul (I hate long distance running) Horvath.

The year has been eventful and sometimes unusual. A hectic workload has included outstation inspection trips, but somehow we have managed to meet most of our work commitments. The outstation

trips involve inspecting NORFORCE equipment west to Broome, east to Nhulunbuy and south to Alice Springs.

The southern trip just happened to coincide with the Masters Games in Alice Springs for which we provide support. A good time was had by all with several highlights. The leaders of the inspection team distinguished themselves in an establishment on the way to trying to combine a pedal car and a door, the door coming off (literally) second best. Consequently, several hours were spent the next morning trying to reform the door to it's former glory. However, that strange yet common viral infection (headache, upset stomach, no energy) reared its ugly head and hampered progress until well into the morning.

Meanwhile in Alice Springs, a certain corporal detached from 106 Fd Wksp was spotted in a prohibited drinking venue consorting with ladies of questionable character. Just Joking Ozzie.

After 2 weeks in the Alice, the trip home was a little more subdued. A consequence of living in the Top End.

The west trip occurred during the build up with temperatures averaging above 40 degrees Celsius across the Top End into WA. Although not as eventful as the south trip, it still held some highlights from the personnel involved. Apart from a fairly big workload, the chance to help celebrate the 100th anniversary of a hotel in Broome brought out the best dress sense in our newly acquired ASM. Palm trees on purple really pulls the chicks. Should be a real hit at the upcoming bad taste night.

As the year came to an end, the build up got worse and the silly season got into

full swing. Memorable events included the pool party. Everybody got wet including non-swimming Majors. Six Navy personnel were charged, and the transport push-bike rowing to cope with dual roles as pushie and submarine.

The pool party was the first event in a rowdy RAEME birthday week. BRIG Lewis flew up from down south and met most of the workshop personnel in an informal dinner at the Gengis Khan restaurant. With a bulging cash tin from a year of well patronised social events, a great night was had by all.

The formal dining-in night was held the very next night. It was held with all the pomp and ceremony we have all come to expect, interrupted by a noisy altercation between the stewards and a group of Engineers celebrating their end of course in the Rattey Club. Both Brigadiers in attendance watched with amusement as Mr Vice (Don) escorted the ladies through the screaming row.

After the break over the Xmas-New Year everyone started the years work with a blend of regret and enthusiasm. The second wet cooled tempers after the build up and put the pool out of business for the time being. Congratulations go to (Sir?) Doug Egan after he was presented with an Australia Day Medal on January 26.

At the time of writing, the rains have just about abated, the beer tastes as good as ever and the work keeps coming. The steady increase of workshop personnel means our capabilities are increasing so the units we support respond by breaking more equipment than ever. But as they say up here, "Ya get that".

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The Jewel in The RAEME Crown

At present the ODF field workshop, the 102nd Field Workshop, can still be rated the premium workshop in the Army. The high standard of trade and military training received by unit members has continued into the new year under the guidance of Major Dave McGahey.

Major activities this year include an ongoing rollover protection programme for brigade vehicles, all workshop soldiers deploying to Tully and the highlight of unit training this year, a road move to Shoalwater Bay.

The year will also see the raising of the Brigade Administrative Support Battalion. There are numerous ideas and suggestions about the restructuring of the unit upon the raising of the Battalion, but as yet no firm detail are forthcoming from any source.

What is known is that while the workshop stands to lose its RPS and Q Store, it will gain the soldiers from 9th Transport Squadron Workshop. What real benefit to the level of job satisfaction and workload remains to be seen, but indications are that senior members of the unit believe that the amalgamation will be of benefit to the unit in the long run.

After the hectic training year that was 1990, 1991 promises to be a relatively quiet year. The unit still has its commitments to Brigade training such as NBCD training, air training and amphibious training, but the lack of a major Brigade deployment enables all units to concentrate on perfecting "in barracks" procedures.

The unit will deploy three separate rifle platoons to the Land Command Battle School during the course of 1991. Tully is a testing area at the best of times so in light of the constant "Big Wet" this year, platoons will be put right through their paces by both jungle, weather and the enemy.

Exercise KANGAROO 89 was a drive of mammoth proportions for workshop soldiers. June this year will see the unit deploy to Shoalwater Bay, a drive of roughly 850 km. The drive itself will be a challenge as a large proportion of the drivers will be men under instruction. The Shoalwater Bay deployment will test all soldiers of the workshop in field operations and workshop moves. Included in the exercise will be the separate

deployment of the FRG and the subsequent workshop step up.

What a year 1991 promises to be for the historians. On the 29th June the workshop will be celebrating its Silver Anniversary, as well as the 10th celebration of its reformation. The 21C has spent hours organising an evening parade followed by a dinner and dance.

All ex-members of the unit are invited to attend what promises to be a memorable day.

The ODF workshop continues to perform as a model to all tradesmen in both the field and in the barracks. What was once called the Jewel in the RAEME Crown continues to show the way to all comers.

Proposed Local Modification

In keeping with the spirit of initiative, ingenuity and stubborn determination, a local modification was designed, procured and tested last year by WO2 John Halstead. The raising of this modification cannot be seen as a benefit to this member only, but a significant improvement to all those others found to be literally on the bones of their posteriors.

The immense data collection prior to the raising of this modification was no small feat in itself, and one can only admire this man's perseverance.

As a background to this modification, WO2 Halstead took part in a Motorcycle Operators Course held by 102 Fd Wksp late in 1990. Having completed at least

30 minutes of riding WO2 Halstead (Easyrider) was heard to bitterly complain about the inability of the DR250 Motorcycle to soak up any small bump or change in road surface. This combined with the vibration caused by the well balanced Japanese engine, resulted in most parts of WO2 Halstead's lower body becoming somewhat tender, especially after five days in the saddle. From this traumatic experience evolved the local modification as depicted on the attached photograph.

It must be once again stressed that this modification was not designed for WO2 Halstead alone but for all Army motorcycle operators. However at the same time it must be noted that he was the only one on the course to use it.



Fitters Keep Them Rolling

It is hot—and unbelievably stuffy—in the tank. All hatches are closed down and the occupants are separated from the world by inches of armour-plate. In the turret, three men listen to the rhythmic crashing of two giant diesels in the next compartment. Even weird crash-helmets and bulky headphones fail to keep out the terrific noise. The accompanying vibrations set every screw and rivet in sympathetic motion . . . Everything vibrates . . .

Forward, in his own compartment, the driver notes this steady beat with obvious satisfaction. That tell him the engines at least are working well. And every driver knows the moods of his own engines.

The great mass of armour forges steadily, unerringly ahead, keeping its place in formation and guided—not by guess and by God—but by radio and periscope.

But suddenly, the crew hears a variation in the engines' song; heads are inclined as each listens for confirmation of that first, ever-so-slight change. Then the driver's voice comes in; his gauges and instruments have told their story:

"Driver here, sir. Right-hand engine overheating. Oil pressure down. Can you hear it?" "Yes," answers the crew-commander. "Seems a bit wonky. Can she make harbour?" "No, sir. I'll switch off. We'll crawl home on one motor all right."

"Very good. Go ahead."

The crew-commander switches on his transmitter and calls up the squadron-leader.

"Hullo, Bolo . . . six calling. Left motor out of action. Am returning to harbour . . ."

"O.K., six. Get the fitters cracking; we want you again by tonight."

Slowly, the sick tank chugs back to the harbour area; a mechanical casualty; a rush job for the fitters.

That's where the Armoured Fighting Vehicle Fitter comes into the picture. Fitters keep each tank rolling under all circumstance and difficulties, working behind the scenes and unpublicised. It is their job to keep mobile each tank under their care. Men's lives depend on that. On manoeuvres the fitters have no "knock-off time" and very often it is necessary to work throughout the night wrestling with the massive, greasy innards of the lumbering landship. There are a thousand and one things which can go wrong—and do! That fitters' reward comes, however, when creaking, steel tracks carry the vehicle into action again. In the Middle East, fitters often worked under fire to achieve this, and more than one died with a spanner still grasped in a grimy hand.

The fitters area a really distinctive lot, our particular team being a good example. Almost every State and a great variety of occupations are represented; nicknames figure prominently and these are used on every occasion. Here are some: "Shorty", "Southy", "Tich", the inevitable "Curly", "Sparks" (the electrician), "Campsie", and obvious Sydneyite—and "The Boogy Woogy Kid"! Everyone prefers these descriptive monickers to the official rank of craftsman. And the boys don't mind; they're no "snobs"

Each man's great pride is his tool-kit; a steel box, complete

with the strongest lock obtainable and bearing his name on the lid. Woe betide anyone who borrows and fails to return a spanner or screwdriver! In fact, it requires many solid reasons and much talking to borrow an item at all!

One great thing is common to both tank-crews and fitters, and that is the amount of whole-hearted co-operation necessary at all times. A tank is chock-full of mechanical headaches and, although each man is a specialist in his job, there is always something about which, for example, "Tich" may have to consult "Curly". It may even be necessary to bring "Shorty" into the picture, but sooner or later they emerge from the depths of the engines and say "She's fixed!"

For after-work hours, the fitters seem to have two main

pastimes: souvenirs-making and arguing about their home States! Maybe some day, they will decide on the winner and duly crown him, but as yet, the honours are even. Relations and friends usually receive the results of the souvenir-making hobby and these are well worth having too. Much work is put into those rings and knick-knacks which arrive home in a matchbox, "passed by Censor", and with a covering note: "Made out of a piece of tank, Mum."

In any group of men, there will always be personalities which stand out. The fitters' teams are no exception. For example, our team has a real philosopher who, incidentally, enjoys the distinction of being the only English representative. His

name is simply "Jungle", because to the army, the initials "J.W." mean only one thing—jungle warfare. So "Jungle" works and quotes his little pieces of philosophy.

"I fold my trousers," says Jungle, "and sleep on 'em. That's how I keep the creases . . . That's how I keep my pants!"

And maybe he's right both ways.

There briefly, is something about the "angels with dirty faces". We call them that, knowing that they are anything but angels in the strict sense of the word—but these blokes certainly have dirty faces! Anyway, as good old Jungle says: "It shows you've been working."

Australia's armoured units owe a great deal to the fitters.

Any tank-crew member will vouch for that.

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A challenging point of view

by LAC T. MIDDLETON

AUGUST 1989

Postings for members of the Royal Australian Air Force are out. To some it is a routine procedure, but to the seventeen Air Force personnel posted to the 5th Aviation Regiment to form the Gunship Technical Support Troop of B Squadron, it was to be a challenge.

On arrival to the Regiment a small reunion took place catching up on times past, contemplating the times present and future. We were all together and in the same complex, and impressive modern design, fully air conditioned, everything new, only now it's mixed with the proven, having to work in one small corner of the floor along side A Squadron. Not only a

shortage of room made it uncomfortable but the non-existent spares system made it a task in itself to maintain serviceability of the Iroquois. Hopefully it will all turn out as B Sqn's complex is near completion. A long winding road lay ahead.

APRIL 1990

Cyclone Ivor wreaks havoc along the North coast of Queensland, record rainfalls are being recorded across the Tablelands to the Peninsula, rivers are rising, previously dormant creeks are transformed to angry, vengeful torrents. Towns in South West Queensland were going under. The call for help was

answered and with little effort, two Iroquois reached Longreach and one Iroquois went to Charleville. After two weeks of operations in the field, all returned home safely with no major problems. Things were great!

At roughly the same time two Iroquois with seven RAAF support crew sailed on the HMAS Tobruk to take part in the 75th anniversary of Gallipoli.

As the time passes slowly on, the move to the B Sqn hangar draws near. Administrative reshuffling of manpower is taking control, as the transformation from Air Force to Army takes effect: Two Air Force SNCO's posted out after six months; two Army in.



RAAF MEMBERS AS AT CHRISTMAS 1990 L-R Top: SGT R. Parker, LAC T. Middleton, FSGT T. Lindsay, CPL T. Welsh (Army), SGT L. Bithell, CPL G. Borm, CPL G. Hitchcock, SGT P. Barrett.
Bottom: LAC C. Adams, CPL J. Lacey, CPL T. Tedesco, CPL M. O'Leary.

JULY 1990

Finally the big move takes place, as with all moves of this nature, like bulls locking horns for the best positions, nothing ever changes. Once it's all settled, everybody's happy.

Things become routine for some, other's not so routine. Administrative reshuffling takes effect yet again. A welcome to B Sqn for the new and not so new members of Army Aviation; the transformation tightening it grip.

JANUARY 1991

Nine left to go, our reunion is slowly but surely dying. For some the challenge was cut short of their expectations, for them life returns to what they were trained for. The remainder are "Soldiering on", you might say. Let's see what's in store for the remaining "Blue Suiters".



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ACT WKSP P1

by **CAPT R. G. PARKER**

The role of the Workshop is to provide regional equipment support as directed by 2 MD.

The Workshop has a current manning of 26 and is organised in a similar fashion to other Logistics Command Maintenance facilities. A diagram is shown below.

The Workshop is soon to gain two civilians; a financial officer and a storeman.

Two positions have also been identified to be transferred to Land Comd units as part of the Army initiative to increase the proportion of soldiers employed in field units.

The Workshop is located in Duntroon and is housed in very old buildings some of which date back to 1800s. A new logistic complex is planned in the Duntroon area and is to be constructed in the near future.

The Workshop find it hard to participate in this area as the Canberra area has little organised sport. The only organised sport in which the Workshop actively participates is the Act Wksp P1 versus DGEME Volleyball "Grudge" matches. The last two matches have been won by DGEME. However, allegations have been made that the scoring may have been a bit suspect on the odd occasion!

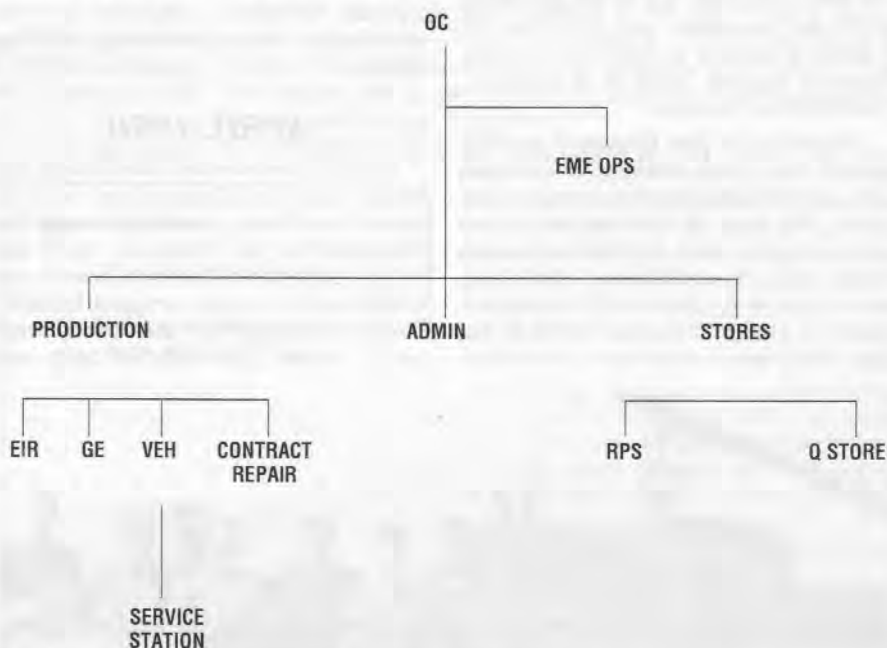
Because of production priorities the Workshop is not able to offer the amount of field exercises required for adequate training of soldiers. The close relationship between the Workshop and RMC has resulted in the Workshop being able to give personal field training by acting as enemy for RMC Staff Cadets during their field exercises. As well as providing good navigation, fieldcraft, leadership and infantry minor tactics training, it is also great fun to be the enemy for a change!

The Workshop has its own club - The Bolt and Nut Club. The Club holds a Hails and Farewells function once a month as well as other functions during the year. Being the only RAEME unit in ACT, the Club acts as the central social point for RAEME personnel for such occasions as ANZAC day and the RAEME birthday.

The status of command with Military Districts, the Log Comd civilianisation policy, and the transfer of positions to

Land Comd are all facts to which the Workshop must adapt over the next few years. The high morale and flexibility of

the personnel within the Workshop are the resources which will make weathering the changes an easy process.



TECH SPT Army School of Transport

Well the year 1990 has past, we can only hope 1991 goes just as quickly. Being February, we are now settled back into the vigorous work load, and being armed with our new Q Walla Darrin Turner, we are prepared for anything the truckies throw at us, for we are RAEME soldiers.

Last year we had a couple of personnel changes to our little happy workshop. Being all good mates here, we finally got Dean Joyce, John Bittel, Tony Sheehan, and Steven Chippa Woods, all posted out of here. These blokes were all sadly missed, except for one, when you lose some blokes, you always get some back, and we were lucky enough to get back four top blokes. Two of these blokes were Pete Sherwood and Graham Jarvis our 2 office lads, our RAAF man Dennis Lowe, and our guardian and faithful sergeant Kev McSween.

Other blokes we still have here on the floor are Ian Ranson our floor manager, Mark Otten 'are you right for darts and get back to work man', Lance Curtin and Jamie Daken our floor TA's, and finally Darren Muskett and Krucky the floor production workers. To finish off this list we have our secretary Darren Kuiper, and our full time store Walla Mark Reed. We would like to congratulate he and his wife on having a healthy baby boy.

As usual to end off the year, we all got on the wollop, met the new families and pets. It was fun for all.

For those of you who have been blessed with bad luck, no doubt we will see you here in the future.

Until next time, good luck to you and your families.

TECH SUPPORT AST.

Adventure Training

by CPL S. J. LEE 10 Tml Regr Wksp

Well we're going to do adventure training, (boring sure, believe it when it happens.) Just some of the comments made by the CPLs and CFNs.

"We are open for suggestions," which come from higher. The boys put their heads together and came up with some good ideas. (White-water rafting in New Guinea, snow skiing in New Zealand, a party on an island in Qld, or maybe wild bull catching in NZ). All these suggestions were looked at but also none were accepted.

Months passed by, nothing seemed to be going on, but little secret deals were being made by the OC and ASM (CAPT Walters and WO2 Pat Brown).

They got 1 Commandos involved. The boys seemed to cringe, horrible visions appeared in ones mine, maybe escape and evasion or survival or something equally as bad.

Then it appeared as bold as brass on the notice board, Adventure training is going to be, and everyone will attend and enjoy themselves. Rock climbing and abseiling (rappelling) in two weeks time.

Most of the boys took it with a grain of salt but some had that worried look about them ("Blue" Gray, "Woody", "Peetie" and poor old "Grunter",) all blokes not too keen on heights.

The day arrived and everyone piled into the backs of trucks, and set off up to 1 Commando Company, 5 minutes later we arrived and a WO2 Quaggin greeted us.

"Ok men into the hall and form a hollow square. All the abseiling gear is laid out on the ground, you want one of these, these and these."

Once we were kitted up and shown a few aspects of rappelling it was back onto the trucks and off to Navy Base Waterhen.

As we drove through the gates the cliff faces seemed to loom up out of the shadows. The closer we got the higher the cliff seemed to grow.

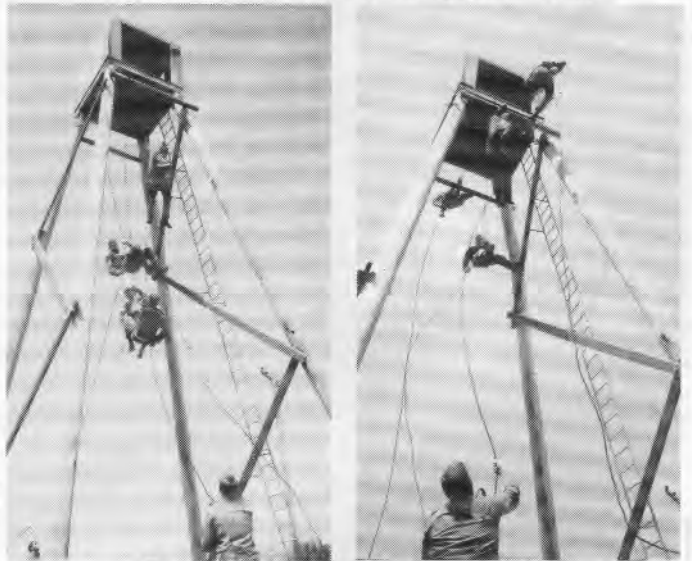
Everyone re-assured each other by saying that commandos not going to start us off on those big . . . cliff". (approx 25m high).



Shelly Beach cliff face



CFN Marriner . . . rock climbing gone wrong



Rappelling from helicopter simulator

The order to de-bus was given. WO2 Quaggin asked for half a dozen brave souls (or fools) to go to the top first and set up. Some of our brave men (fools) stepped forward, "pick-me, pick-me. I'll go first, but then boss stepped forward like a man possessed and quoted this famous quote, "I wouldn't ask my boys to do anything I wouldn't do," and in one single bound reached the ladder and was on top of the cliff.

Minutes later two rappelling ropes were dangling precariously over the side of the cliff with two body's shuffling very slowly and gingerly to the edge, saying to themselves "maybe this is not such a good idea, but with everyone watching I've got to do it."

Off they jumped taking small bounds, slowly descending down the cliff. Cheers and applause came from the onlookers as they came back to earth.

ADVENTURE TRAINING - CONTINUED



CFN Marriner . . . run down



CFN Weiley . . . 1st jump



CFN Peet . . . 1st jump



PTE Rolley . . . 1st jump

Still worried about making the jump Blue Gray and Woody stayed near the end of the line hoping that no-one would notice them. Eventually "Blue" and "Woody" climbed the ladder to the top and with a lot of sweet talking by WO2 Quaggin and support from the rest they rappelled down the rock face.

"That's not so bad," was the comment from "Woody", I've done it and I'm not doing it again" came from "Blue".

The abseiling continued for a few more jumps for everyone and then came the hard one, the abseil most people feared, going down face first (Caribiner run down). "Dowdie" was first cab off the rank, mainly because he had done it before and he made it look to easy.

One of our main men, Bill Billett, (I'm not worried, I can do anything and abseiling is easy) was the first to refuse to do the run down. Most of the other members in the workshop managed in one way or the other to do the rundown but I've got to tell you there were a lot of white faces and a lot of knee shaking by all.

"Staff's" first run down didn't go as well as he had hoped. He started off, took two steps and then what happened no one knows. Somehow he ended up facing the wrong way, up side down, then everyone started laughing at him. His hook-up man "Dowdie" turns to WO2 Quaggin and said, "Sir? Sir? what do I do?" Poor staff looks up at him with big round puppy-dog eyes and said "what do you mean? sir sir what do I do . . . next.

ADVENTURE TRAINING - CONTINUED



CFN Marriner . . . hooking-up while WO2 Quaggin watches



CFN Marriner



CFN Marriner



Boys at Enfield . . . Wal, Wart, Cox's and Peetie

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ADVENTURE TRAINING - CONTINUED



CPL Stewart Gault (wart) . . . posing

Stewart Gault was another one of our men who did not quickly master the technique of the rundown. He forgot to move his feet, consequently he ended upside down and head-butted his face into the cliff wall. (I think he looks better now than before.)

Ok fellows we have finished with the small cliff off to some decent cliff faces. (Shelly Beach, Dee Why).

The trip over to Shelly Beach was not without incident as the driver of one of the Mogs (Mick Riley was involved in a minor hit and run.)

We all arrived safe and sound at Shelly Beach and the cliffs we something else. The main cliff face which we were about to jump from was at least 75 metres high. This one was a worry.

Spectators seemed to come out of the wood work to watch this spectacular jump, deep down, hoping that one of us would fall and hurt themselves. The boss made his way over to a group of girls and started talking about the jump and how dangerous it was and then his famous quote again. "I wouldn't let my boys do anything I wouldn't do". With a single bound he was on top of the cliff again.



CFN Marriner

The whole of the Wksp managed to abseil down the cliff with not much trouble, then came the big test a caribiner run down, but we only have enough time for eight to make the jump.

The boss was first to go then young Pointy Head (CFN N. R. Davis). Off he goes, then smack into the rock, a scream of pain! Everyone gingerly edges to the edge of the cliff, twenty pairs of eyes peer over the edge looking down at Pointy Head hanging upside down screaming in pain. I think I broke my . . . knee. All "Macca" (CFN McGarry) could do was burst into laughter as the rest of the Wksp followed suit.

Pointy Head was then let down gently to a ledge and WO2 Quaggin went to assist him. We eventually got Pointy Head to the top of the cliff then stretchered him back to the trucks and off to hospital, only to find out he had only bumped his knee.

We all returned to 1 Commando Company and since we still had time to kill WO2 Quaggin said that we might as well go down to the helicopter simulator and do some jumps. The worst part of this exercise was the climb up the ladder to the simulator itself.

To put some realism into the jump WO2 Quaggin started rocking the simulator to and fro and yelling out "Woka, Woka, Woka". Most of the boys did not appreciate this too much and some (Woody) were even pleading to him to stop.

The next day arrived all too soon and it was off to Linfield to do some rock climbing.

All the safety ropes were set up and then we were told to go for it. Each small face was graded for its degree of difficulty and everyone had to have a go on all of the climbs.

Workshops would like to extend our thanks to the organisers (OC & ASM) and a special thanks to our 1 Commando connection, WO2 Quaggin, for taking the time to teach everyone new skills.

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PUCKAPUNYAL LOGISTIC BATTALION

Second Birthday Parade

13 DECEMBER 1990

As the 13 December drew closer, planning for the Second Birthday Parade of Puckapunyal Logistic Battalion went into overdrive.

All the myriad detail, from requesting the Banners of the three Corps, RACT, RAAOC, and RAEME, down to the provision of cold drinks for the Band had been finalised. Rehearsals had been held, and all that was left was to conduct the Parade.

CAPT Peter (Clancy) Daniels, RAAOC, found during the rehearsal that he and the PLB Mascot, a white stallion, had developed a serious personality conflict, and deciding that discretion being the part of valour, he opted to march on the Parade in preference to his normal position on the stallion's back.

The mascot was granted a No Parade Chit.

The 13th December dawned to a cloudless sky, and the final preparations were made. All the parade participants were getting dressed, while SGT Graeme Maskell, RACT, and his drivers jockeyed a wide range of vehicles onto the AST Parade Ground to form a backdrop to the Parade.

At 1000 hr, all was ready. The RSM of PLB, WO1 Garry Penhall, RAEME, marched out onto the Parade Ground and ordered PLB onto parade.

PLB marched onto parade from behind the backdrop of vehicles, formed up into two companies under the command of WO2 Phil King, RAEME, and WO2 Mark Wright, RAAOC. The 3rd Military District Band came onto the parade ground from between a gap in the backdrop of vehicles.

The PLB Mascot, true to his chit, did not appear even to spectate.

With the Parade in position, the Banners were marched on under the control of the Banner Ensigns, LT Brenden Teusner, RACT, LT Kev Savory, RAAOC and LT Nick Stanton, RAEME.

The arrival of the Reviewing Officer, BRIG P. Davies AM, ADC, was followed by an inspection of the Parade by BRIG Davies, the Parade Host COL R. A. Kershaw, and the Parade Commander LTCOL B. C. Whiting.

The Inspection was followed by an address to the Parade by BRIG Davies and the presentation of awards to members of PLB.

BRIG Davies presented GOC LOG COMD Commendations to SGT Jim Stephens, RACT, and CPL Stewart Thomas, RAAOC, for exemplary services in the period of the formation of PLB, and also promoted CPL Bill Pantling, RAAOC, to the rank of SGT.

MAJ Bill Coates, RAAOC, and SGT Graham Maynard,

RAEME, were honoured with the presentation of the DFSM.

After this, the Reviewing Officer departed; the Parade Host followed shortly after, and the Banners were marched off to the salute from the Parade.

With the Parade officially over, the soldiers marched off, changed out of dress uniforms, and proved the versatility of the Australian Soldier by quickly moving into "relaxed" mode.

A barbeque luncheon for all members of PLB, guests, and families was soon underway, complete with the appropriate refreshments.

To ensure a reduced intake of liquid sustenance, an inter-company sporting event was conducted with a trophy to be presented to the best volley ball team on the day. Local rules were applied to ensure that the maximum amount of participants were involved in the activity, and the eventual winner was declared to be Maint Company.

Puckapunyal Logistic Battalion celebrated its second birthday in an entirely fitting manner, with the conduct of a parade which amply displayed the high standards of drill and dress expected of the unit and a games afternoon which highlighted the physical fitness and athleticism of the members.

The PLB Mascot has been recommended for a med board and downgrading to BMS because of bad nerves.



The Reviewing Officer, BRIG P. Davies AM, ADC salutes the Banners

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107 FIELD WORKSHOPS EX. RHINO ALPHA

Exercise Rhino Alpha was a concentration of South Australia ARes Units of 9 Brigade, in the Cultana Training Area, located at the head of Spencer Gulf some 450 km from Adelaide, from 25 Aug 90 to 9 Sep 90. In total there were about 720 personnel on the ground at any one time.

The aim of the exercise was to concentrate 9 Bde units to test the pers/log functions and to facilitate Unit CO/OC in achieving their training objectives. The training level was collective (small group) training, starting with individual skills and building to platoon level exercises. 107 Field Workshops had 60 soldiers on exercise representing 72% of posted strength, and provided second line repair and recovery support to HQ 9 Bde and its subordinate units.

In addition to this dependency the Workshop had to meet its own training needs. In drafting the training program it was evident that many members of the unit had neither seen or participated in a Field Workshop deployment, a fact arising from an aggressive recruitment since raising 4 EME Service Unit to a Field Workshop. Accordingly Offr/SNCO training included deployment drills, a TEWT conducted on site at Cultana, and a CPX. Two weeks prior to Ex Rhino Alpha the Workshop deployed to Murray Bridge, some 80 km from Adelaide, and practised deployment drills on two sites in the area, one by day and one by night.

The Unit training objectives for Ex Rhino Alpha were to:

- Practise the deployment of a Field Workshop,
- Establish and operate a CP,
- Raise, deploy, and control FRTs,
- Practice and train members in their ECN,
- Test resupply procedures including DUP,
- Assess operational readiness,
- Conduct a range practice, IMT, and
- Undertake field repairs in a harsh environment.

The exercise was conducted in the usual three phases of: move to the training area, establish the BMA, and return to Unit lines at Warradale Barracks. There was little that could be said about the convoy move to Cultana, other than it was a 460 km single day road move with the first vehicle crossing the start line at 0700 and the Workshop main body scheduled to cross at 1030 and arriving on site on Cultana at 1800.

The trip was uneventful except for being "pulled over" by the local civil police who were escorting a fleet of semi-trailers ferrying Mirage Fighter Aircraft from Woomera to Whyalla in preparation for shipment to Pakistan, and tasking the Recovery Platoon to assist in righting a civilian pantechnician that had "fallen over" after entering a truck stop at speed.

Due to prior unit home training, the deployment of the

Workshop elements on the ground, the establishment of the CP, platoon areas, and the road network proceeded to plan and without much fuss. The Workshop was ready to accept a workload by that night and were fully operational, with only minor cosmetic improvements to complete by the end of the next day.

As the exercise moved into full swing and comms had been established with all other BMA Units, the O Groups began to arrive with regular monotony and the EMEFIXes flowed thick and fast. The emphasis shifted from site improvements to workload and FRT deployment. Due to the heavy repair load the Workshop deployed two standing FRT at 10/17 RSAR and 9

FD SUP COY (in direct support of the one 1935 bath unit). Unit members were rotated through these FRT on a daily basis to satisfy the repair and training needs. The activity was in addition to the 98 EMEFIXes completed on major equipments and a multitude of single action requests for support from "over the counter" customers.

Recovery Platoon were kept busy transporting crocks and attending to several major recovery

tasks, including, the extraction of an APC from some 30 km down range and returning it to the Workshop for an engine change, recovery of rolled Landrover (series 3), and, with only two days to go, the recovery of a drowned APC that went in to Salty Spencer Gulf's main shipping channel during amphibious training. The APC was then backloaded to 107 Fd Wksp Unit Lines for dedrowning and has subsequently been returned serviceable to the Sqn. The latter task was assisted by divers hired in Port Augusta who were restricted by a night recovery in deep water with a very strong tidal current.



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107 FIELD WORKSHOPS - CONTINUED

Also during the exercise the Workshop scheduled all of 9 Bde 110 L/R through for Group 1 modifications to the transfer case actuator switch.

As with most major exercises visitors are somewhat to be found, and this one was no different with the Unit welcoming:

MAJGEN. M. BLAKE COMD LAND HQ AUST
MAJGEN. W. GLENNY COMD 3 DIV
BRIG. L. J. LEWIS COL COMDT RAEME 4MD
A Bus Load of Offr/SNCO from HQ 4 MD and 4 ARRU

Throughout the exercise the unit had no major communication problems with the other units of the BMA, and

144 Sig Sqn is to be commended for their efforts. K-Phones were used extensively due to a shortage of radio equipments and 3/9 SAMR lent the Workshop a SB22 switch board to replace the ageing Telecom board that was pressed into service through the auspices of the Telecom Technicians within the Unit. Nicknamed "TIGER" switch, a close relationship was soon established with "MORRIS" switch at 144 Sig Sqn.

Exercise Rhino Alpha was a success for both 107 Field Workshop and the Bde as a whole. It provided the opportunity for the Unit members to improve their trade and military skills and to interact with other 9 Bde Units. The exercise provided the Workshop with realtime tasks spread over a large area and practised the whole unit in technical and pers/log functions. Given the numerous minor admin problems that occurred there were many, many lessons learnt and amendments to SOPs are already being drafted to ensure they are not forgotten.



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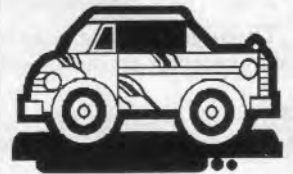
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Army Aircraft Trade Training

by **CAPT J. RIECK**

The Corps of RAEME is renowned throughout the Defence Force for its excellence in workmanship, however little is known of RAEME's aviation responsibility.

Army soldiers originally commenced technical training in the aircraft associated trades in 1965. Qualified General and Electrical Fitter's undertook an aircraft fitter's conversion course at Amberley and were then posted to 16 Army Light Aircraft Amberley to repair the Sioux and Cessna aircraft.

1969 saw aircraft technical training become the responsibility of the RAAF School of Technical Training, Wagga Wagga (RAAFSTT). Today soldiers, airmen and overseas students continue to be trained in these highly specialised trades at this prestigious establishment.

Army aircraft tradesman played a significant role in the Vietnam conflict. Whilst stationed at Benwah and Nui Dat



CPL Criddle (RAAF) helps CPL Hemer to identify potential problem areas in tech drawing



CPL McCrabb works through a demonstration on inspecting a turbo shaft engine.



CPL Wright instructs CFN Davies, CFN Solomons and CFN Williams in the theory of CAMM.



SGT McManus instructs CFN Tyson and AC Williams on the finer points of tech drawing.



SGT Floridis and CPL Wright keep a watchful eye over their trainee's whilst using the computer.

ARMY AIRCRAFT TRADE TRAINING CONTINUED

tradesman were responsible for the repair of Cessna, Porter, Sioux and American Kiowa aircraft.

The tradesman contribution to Vietnam is a relatively small portion of their history and it has also been necessary to detach Squadrons/Flights to Singapore, Papua New Guinea and Indonesia.

From 1968 to 1976 tradesmen were detached to 183 RECCE SQN in Lae to provide support to the PNG Defence Forces. Currently tradesmen are posted to AIR TPT SQN Lae to provide instruction and supervision to PNG tradesmen maintaining the PNG Defence Force air contingent.

During the period 1968 to 1973 tradesmen were stationed with 182 RECCE Flight in Singapore and attached to the UK Forces, the unit later underwent a change of name to become the 28 ANZAC AVIATION SQN. The change in name reflects the combination of Australian, New Zealand and British troops.

During the 1970s detachments from RASVY were deployed to Indonesia and Papua New Guinea to complete mapping tasks. These detachments were accompanied by aircraft and RAEME tradesmen.

In 1976 a detachment of eight tradesmen from 5 Base Wksp Bn were deployed to Indonesia to provide instruction to Indonesian soldiers for the repair techniques on helicopters.

From 1980 to 1982 a detachment specialising in the repair techniques of Nomad aircraft was deployed to the Philippines to

instruct Filipino SNCO and WO in the repair and maintenance aspects of the Nomad.

Throughout RAEME aviation history, they have also played a major role in DFACC operations providing relief during floods, locust plagues etc.

In the past the criteria for course panelling has undergone numerous changes. In 1986 the Army recognised the need for individual service training, consequently RAAF and Army students no longer participate on combined courses, however both services continue to be trained at the same establishment.

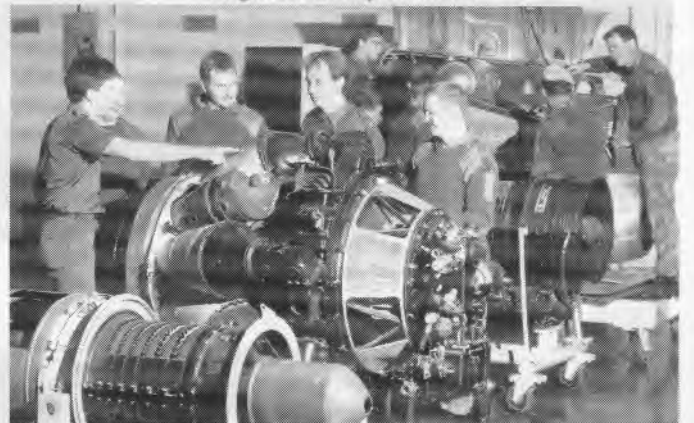
The majority of today's trainees are in-service applicants from all Corps, with the remainder of course panels being filled by trainees posted directly from 1RTB. The courses are open to males and females, however females may only undertake training on the TES (A) Course.



SGT Wilson and CPL McCrabb discuss inspection techniques for the engine of the Sioux helicopters. Looking on we the students of the 2/89 course.



CPL Norrie (RAAF centre) describes the components of an engine to army trainees



CPL McCrabb and CPL instructs army students in the differences between various jet engines

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On graduation tradesman are rewarded for their sufferance and posted to Townsville, Oakey, Canberra or Sydney. After a brief period in the unit tradesman are detached to RAEME Aircraft Maintenance School Oakey (RAMS) for equipment training in Porter, Nomad, Kiowa, Iroquois, Blackhawk or Squirrel aircraft.

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SGT Wilson and CPL McCrabb explain the mechanics of rotary wing aircraft to students from the 22/89 aircraft fitters course

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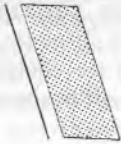
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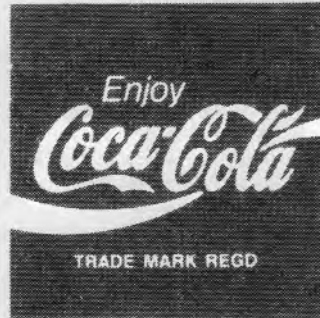


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TST 8/12 MDM REGT REPORT

by **LT MALCOLM**

Generally speaking 1990 was a good year for the Forward Artillery Repair Team (FART). It was a year for honing and improving both our military and trade skills.

Being aware of the great amount of training exercises and support placed upon 8/12 Mdm Regt, the TST has been striving to produce a high standard of work to keep the Regt operational for all tasks. To achieve this high standard within the TST many members have trekked to RTC to further improve their skills. Apart from providing the local "Boozers" and the "Stump" with their business, members have successfully completed the FAMT, Light A Gun Repair and many other courses. The TST now has more than just the ASM (WO2 Barry Kent) who knows how an APC works. Apart from venturing to RTC for courses, members have also been successful in a variety of promotion courses.

As is usual, TST were present at all the main Regt and BDE exercises for 1990. These included Brush Up, El Alamein, Georges Thunder, Rolling Thunder and PA 90. All the sub-unit activities were supported by the Bty Tech Sect. However on a sad note TST announce that we will be unable to attend any further IMT training organised by our Bty especially if it is to be held in the pouring rain.

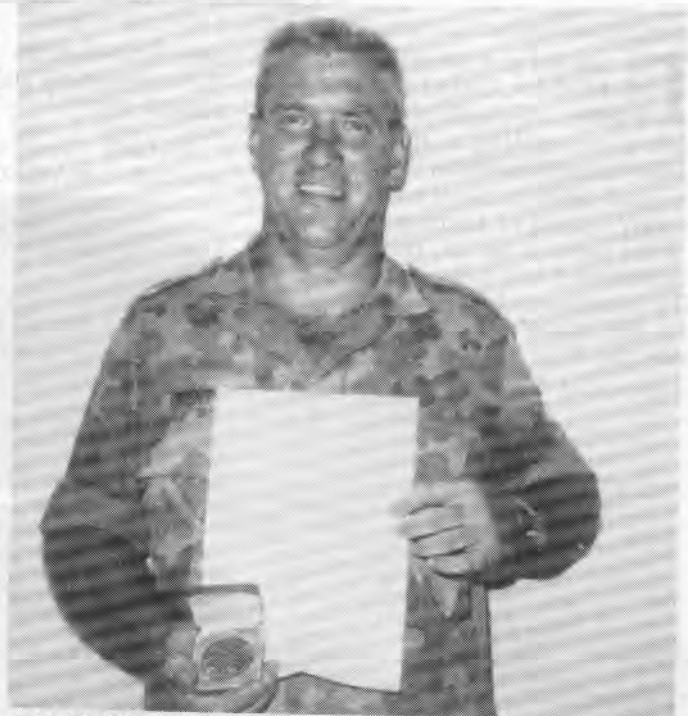
On the sporting field TST were busy flying the flag both at sub-unit and Regt levels. TST proved outstanding in a variety of sports such as touch, hockey, cricket, rugby and aust rules. Worthy mention within the sporting arena are:

LCPL Fricker - Interservice Volley Ball and Basket Ball
 CFN Plummer - Regt Cricketer of the Year
 CFN Aitken - Regt Soccer Most Improved
 CFN Heuppauff - Aust Combined Services Cricketer (Tour NZ)
 WO2 Kent - Regt Rugby Coach and Manager Aust Artillery Rugby Team (vs NZ Artillery)

Below are the members to leave TST and to march in during 1990:

IN
 LT MALCOLM
 SGT MILLER
 SGT TAEGE
 CPL BOSWORTH
 CPL SKINNER
 CPL BERESFORD
 CPL SMITH
 CFN HARVEY

OUT
 CAPT MEAD
 SGT BEATTIE
 SGT HENDERSON
 SGT IVANKU
 CPL ANDERSON
 CPL MUNRO
 CPL STRUNGARU
 CPL PRANGE



49416 CPL Mick Kent pictured holding Australia Day medallion and letter from Comd 1BDE

CFN CEDERBLAD
 CFN SIMPSON
 CFN PERVES
 CFN WATSON
 CFN LOWDS
 CFN HAMILTON
 CFN BRADIWOOD
 CFN CASTILLO

CPL HEMSLEY
 CPL SIELAFF
 CPL CREEK
 LCPL FRICKER
 CFN BARBER
 CFN HEUPPAUFF
 CFN SINCLAIR
 CFN PLUMMER
 CFN SUNDERLAND

1991 was off to a great start for 8/12 Med Regt TST as Cpl Mick Kent was honoured with an Australia Day medallion for outstanding devotion to duty and the community.

8/12 Mdm Regt TST wishes everyone all the best for 91 and hopes to catch up with you all sometime, whether on exercise or socially.

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High Road to Recovery Task

by SGT JACK KISS

The heaviest ever snowfall recorded at Mt Hotham, added to very poor visibility and a lapse in concentration, almost proved fatal to the driver of a twelve tonne snowblower. While clearing the road during a heavy snowstorm, the driver, instead of keeping the orange marker posts to his left, became slightly disorientated and drove between them. The snowblower began to tumble down the side of the mountain; fifty metres down the driver was catapulted from what remained of the cabin. The vehicle then

from its mounts but remained in place. The steering arm and tie rod were both sheared off.

RAEME Training Centre was approached by VICROAD to perform the recovery operation. After approval was granted, a recon took place in early July 1990.

The site was covered with thick snow. As such it was decided that the recovery task would take place when the snow had melted and the underlying terrain

hold. This time it had completed another revolution and was resting against some small snowgums. It was decided that nothing more could be done to anchor. A VICROAD engineer was at the site this time and our recovery plan was explained to him. Our planned start date was the 10 December 1990. Date of completion no later than 1700 hours 13 December. These dates were changed two days prior to the planned start date to 25 February to 1 March 1991.

VICROAD was to supply 500 metres of steel wire rope (SWR), with a recovery load rating of at least fifteen tonne, a D7-D8 dozer or equivalent, a sled, to be used for the recovery of the engine accommodation and food for ten, for five days, traffic control measures and a quantity of hand held radios. A VICROAD low loader was to be used to transport the cas. from the mountain, on the completion of the task.

The SWR supplied was previously used by ski lifts and had a recovery load rating of twenty tonne. It was supplied in three 100 metre and one 200 metre lengths, with eye splices in each end. This was essential for the ease of handling and the requirement, to remove sections, so as to maintain a two to one mechanical advantage on the tackle layout.

AT 0800 hours Monday, 25 February 1991 WO1 "Tinger" Tingwell, WO2 Phil O'Sullivan, SGTs Ian Spargo, Dave Light and "Blue" Bullock, CFNs "Foxy" Fox and "Wary" Wauchope, Mr John Mair and myself, finally rolled out of RAEME Training Centre in a convoy consisting of three mack wreckers and two Landrovers (safety vehicles). It took till 1400 hours to climb to the top of the mountain. We had a quick look at the site, then continued ten kilometres on, to view our accommodation. It consisted of beds for seven, two fridges, a freezer and everything else that's needed to live comfortably, including a large fully equipped workshop.

Day two, we layed out the SWR, and positioned a wrecker on top of the mountain, side to the cas. The D7 dozer was positioned on the opposite side of the mountain. This was to anchor the compensating side of the wrecker. The sled was manoeuvred down the slope where the V10 engine was winched on and fastened to it. The engine was then winched up to the road from the side to allow traffic to pass under the boom.



The wrecker on top of Mt Hotham. Main pull to the right hand side of the view. The D7 Dozer is 50 metres (out of shot) on left.

rolled over him, fracturing all his limbs and leaving him in a critical condition. If it wasn't for the soft snow, the driver would not have survived.

The snowblower ended up 100 metres down the mountain, on its side and parallel to the road on a slope of approximately thirty five degrees. This slope remained constant for around three kilometres.

Damage to the cabin sections of the rear steer vehicle was extensive. Additionally, the main drive engine, a V10 Deutz, weighing about two tonnes, was reefed from its mounts and deposited on the snow fifteen metres up from the vehicle. The outer engine, a V6 Deutz, used to drive the blower turbine, was torn

unveiled. It was noticed that the casualty (cas.) could continue its descent at any moment and that there was an absence of anchor points. The cas. was secured using ground anchors, chains and load binders. There was no way of knowing if they would be successful in holding the cas.

On the 24th September we were informed that the cas. had pulled out the ground anchors and rolled down the mountain, but luckily only one revolution. At this stage the snow had started to melt in patches, revealing loose and shaly ground, with scattered small snowgums. The same method was used again with no guarantee of holding given.

One month later we were back at Mt Hotham. The anchors had again failed to

HIGH ROAD TO RECOVERY TASK CONTINUED

Wednesday, 27th March, the big day. The road closure had been advertised in the local newspaper, on both sides of the mountain, still the sightseers were there.

The plan was to use the wrecker on top of the mountain for the main pull (total pull required 15 tonne), using a tackle layout of two to one. This tackle was to be joined to the supplied SWR, which in turn was connected to the rear of the cas. The other winch rope was connected directly to the dozer using a two to one mechanical advantage to compensate.

The two remaining recovery vehicles, each using a mechanical advantage of two to one, would be reversed across the road, one either side of the main pulling SWR. These two would be used for righting, steering and holding the cas. when the main pull had to be shortened.

All the SWRs were made "live" and tensioned. Soon the cas. was on its wheels, 120 metres from the road and being winched around so the rear was facing up the mountain. Somehow the V6 engine came free and Allah didn't smile upon us. It became wedged under what was left of the cabin sections and the chassis. Time was slipping away. We hammered and cut away at the cabin to gain access to the engine, finally with the aid of a Tirfor T35 winch, the V6 was pulled clear and held, so as to stop it from rolling back down the mountain.

Communication was via hand held radios between personnel positioned at the cas. and the road. 77 sets were used between the road and the summit, this was because VICROAD could only supply two hand holds. The radios were a necessity because there was no visual between the summit and the road, the road being the controlling point.

"Winch in" and the cas. began its slow climb to the road. Several stops were needed to remove large rocks and

snowgums and to remove sections of SWR. At 1600 hours the cas. was within thirty metres of the road when the winch rope on the compensating side of the wrecker snapped. "Wary", who was observing the anchor point, hurried away to change. The reason for the breakage is still under investigation. However, the two Macks on the road held at this critical time.



The two Macks on the road. Both Macks used 2:1 tackle layouts. The one closest, did the rollover. They were also used to steer and hold the cas. when the main SWR (in centre) was shortened.

At 1845 hours the road was re-opened. The snowblower would soon be on its way to Benalla, to become spare parts for the other two, the only ones in Australia.

The next morning, the weather had changed, from pleasant sunny conditions, to be cold and foggy, with visibility down

to around thirty metres. The sled, was again used, in the same manner as on Tuesday. This time, there was a trail, consisting of all the bits of cabin and the other pieces that had broken away during the equipments descent.

Concurrently, all the SWR was being retrieved and the other wreckers, refurbished.

When all the tasks were completed

and the final check had been done, we returned to our lodgings and checked our vehicles. We then celebrated a job well done. Very thirsty work, that recovery.

The next morning, Friday, 1 March, we bade farewell to our VICROAD friends and started down the mountain enroute to RAEME Training Centre.

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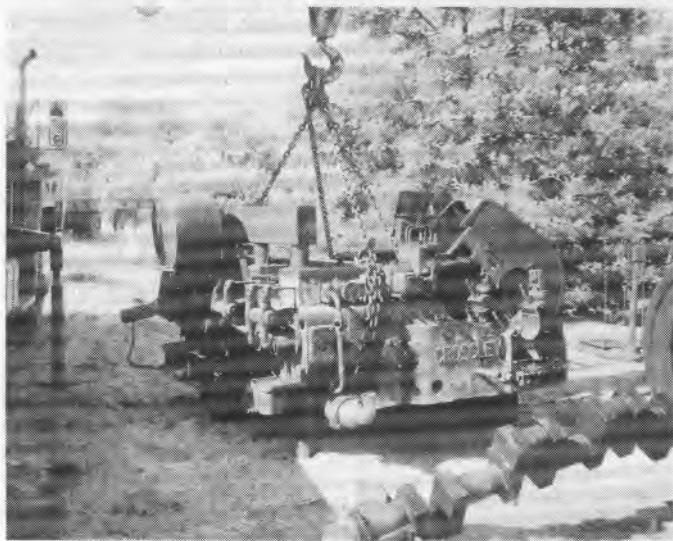
by WO2 MICK KOERBER

Fulfilling the Training requirements of recovery training, and as an exercise in public relations the FRG was requested by St Helens Historical Society to recover and relocate a D6 Cat Dozer and a 4 cylinder Crossley stationary engine.

The equipment was located on tin mine tailings on the Great Musselroe River in the Pioneer Area about 50 km from St Helens.

After some initial navigation problems, (WHERE ARE WE GOING ???), we came to the end of the road, and changed from RAEME to RAE and built a road into the worksite and set up Base Camp. When the Base Camp was squared away to the satisfaction of the Base Camp COORD we settled back to enjoy the cool crisp air and the clear starry night.

0830 HRS Day 2 (HUMAN HOURS) the recovery team inspected the site where the D6 dozer was located and after site



preparation of bridge building and preparation of culverts the team loaded the D6 dozer onto the tiltbed and relocated the equipment to the site allocated by the St Helens Historical Society.

At the same time the vehicle mech team prepared the Crossley Stationary Engine for extraction. The preparation included removing the crankshaft which has 2 x 1.2M flywheels mounted at one end. The crankshaft had to be removed because the combined weight of engine block and the crankshaft was outside the lifting capacity of the M816. This preparation was completed at the end of day 2.

On day 3 the engine block and crankshaft were loaded on the tiltbed and taken to a park area near the Forestry Commission just outside St Helens.

CAPT (DIG A HOLE HERE) Gary Byard and SGT (NO SIR, HERE) Glen Hay were in charge of preparing the resting place for the engine. After some initial miscalculations by the former RAE member, the mounting posts were dug in, the engine block was laid to rest and the crankshaft and flywheels refitted.

In appreciation for a job well done the St Helens Historical Society hosted the team at the St Helens RSL and after a semi-

formal chinese dinner the team returned to the Base Camp satisfied with the accomplishment.

Day 4 was pack up and RTU to refurbish stores.

The exercise itself provided invaluable recovery experience and training for the members involved. The local civilian community now have a better understanding of our capability and role within the Army.



THE TEAM

| | | |
|----------------------|----------------------|--|
| Exercise Director | SSGT Bob Gillow | Recovery Mechanic and navigator extraordinaire |
| Exercise COORD | WO2 Mich Koerber | I got my overalls dirty. |
| Exercise Safety Offr | CAPT Gary Byard | Do it this way fellas |
| Base Camp COORD | SGT Glen Hay | No Sir this way is better |
| Recovery | SSGT Graham Bourne | |
| Vehicle Mechs | CPL Tony Rich | Is it ten o'clock yet! |
| | LCPL Warren Bryce | |
| Gen Engineering | LCPL Scotty Chandler | |
| Cook | PTE Scarafiotti | Owner and manager of Scara Fried Chicken outlets |

ADVENTURE TRAINING

2/3 FER WORKSHOP DETACHMENT TOWNSVILLE

by CPL D. SMITH

It was with a great deal of enthusiasm that an adventure training activity was rather quickly organised for the personnel of 2/3 FER Workshop, Townsville. It was the first time, after many years, that the workload permitted the time.

As soon as practicable, after the bulk of the workshop personnel had returned from exercise commitments in Victoria, an exercise would be conducted within an area of the Mt Spec National Park and adjoining State Forest. The activities would include hiking, climbing, canoeing and starving. Initially the starving was not planned for the exercise – it just worked out that way!

In early November our team of nine departed the base camp area and began a trek up a rather formidable looking creekline. The basic outline of the exercise was to hike from the base of the mountain range to the peak of Mt Spec and onward to Paluma Dam where a number of canoes would be waiting for us. The days temperature had soared to over 45°C and the creeks terrain made it very difficult to keep oneself balanced upright. Rocks of infinite shapes and sizes forced us to travel in 'stepping stone' fashion more on the arches of the feet than the ball or heels.

With the blazing sun on our backs, and the reflection off the rocks, the heat was

oppressive. After only an hours travel we could hardly pass up a perfect opportunity to take advantage of an invitingly cool swimming hole.

The view surrounding us was beautiful. Tall, green rainforest as far as the eye could see, a small waterfall cascaded lightly over a rocky ledge into our swimming area.

The total absence of the city noise and the scenery was all too much. Did we really have to go any further?

As we continued upward along the creekline, passing through deep ravines and canyons, the size of the rocks seemed to be increasing as we got higher. Some appeared as big as a house.

Each step taken had to be placed with extreme care for fear of slipping on loose or wet rocks, or disturbing the slithering samples of wildlife taking advantage of the shade cast by some of the larger rocks. After our first of many encounters with snakes it was hard to tell who jumped the highest but the last one to come back down to mother earth was always CFN (Wally) Eremas, the lead-man for most of the way up.

It was only the occasional deep water crossing that provided us with a short, welcomed relief from the heat of the day. Our pace had slowed to an unsteady plod from rock to rock due to the weight of our packs and the rugged creek terrain. It

was exhausting.

Late in the afternoon deep within the rainforest a camp was made alongside the creekline. The last few moments of daylight were spent treading tenderly on sore, wet feet while setting up beds and cooking a well deserved meal from our 24Hr CRP's.

Early the next day a little way up from our night stop, an abseil line was set up near one of those rocks the size of a house mentioned earlier. The abseil was so much harder to get to than it was to get down. Only one attempt was completed by each member, however, it did serve as a confirmation of training carried out prior to the exercise.

As we came up towards a creek junction the direction was given to turn left. From memory I think the reply was "get out of here", or words to that effect.

Directly ahead of us lay a series of waterfalls. The first and only one in view at that moment was approximately 50 metres high and was edged by thick rainforest on both sides.

With the help of SSGT Scotts' magic stick (that he had carried the whole journey so far) and a little brain-storming we managed to drag ourselves to the top of the first falls. It was here that the stick met with an untimely plummet over the edge all the way back to the bottom, but this was not the last we were to see of it .

... Five major waterfalls and numerous smaller ones presented us with the perfect opportunity to test the exact aim of the exercise, ie. "To practice participants in problem solving techniques in a real situation". Not surprisingly it sent most members into a mind-numbing limbo!

Progressing further along, the increasing gradient became what seemed like an unending torture. It was a long, hard haul up that hill.

It was mid-afternoon as we climbed over the final crest onto what we thought was Mt Spec, and that is where the problems started.

Visibility was limited to around 30 metres due to the dense fog making it impossible to double check our position using the normal map to fog, sorry, map to ground methods. We knew nobody would believe us if we told them of the fog so we called upon our trusty photographer to record the moment on



THE TEAM

ADVENTURE TRAINING CONTINUED

film. Lucky someone brought a camera.

After much deliberation we seemed reasonably sure that it was Mt Spec we were on, and headed off on a compass bearing towards a forestry track which we came across in no time at all – just as planned.

Following the track was a much easier task than climbing the creeklines and good progress was made right to the very end – the end where the track blended into the forest and could no longer be defined.

At this particular time we were all very tired, cold, hungry, wet and our last ration had been consumed at lunch. We were on the wrong track, the light was fading quickly and to top it all off it started to rain.

Happily, in a weird sort of way, we set about making a camp for the night and shelter from the rain. Thanks to CFN (Simmo) Simpson a small fire was lit using the damp rotting wood.

After warming ourselves around the fire a damp, restless night was spent amongst the wild pigs and possums under the canopy of the forest.

Wednesday morning we retraced the track to our original intersect and, still on the same track, headed off in the opposite direction, eventually we came across a forestry marker which instantly lifted spirits in the hope that our trek would soon end. Sadly, that was not to be.

The number of tracks in the area added to our confusion in trying to pinpoint our position. For miles and miles we followed a track marked by forestry markers each one descending numerically. Teams were sent to investigate a number of other well used tracks which also just faded into the forest.

Along the way we passed many old digging sites; some of which had a few relics strewn about. The area was once used by miners in search of gold and silver.

It was around 1400Hrs when a drastic but necessary decision was made. We were to turn around and go back to the start point the same way we had come in. Well the knees quivered, jaws dropped and grown men nearly cried. Just the thought of the return trip was terrifying. Base camp was notified of our intentions

and we set off on our now familiar route.

'Meals' now consisted of a shared soup or brew and a single 'Strepsil' issued from PTE (Doc) Winbanks' medical supplies. Morale was high and the bad jokes continued until we reached the start of our descent into the creekline. This was the most difficult and dangerous part of



Water crossing in one of the canyons

the trip, one wrong foot, one slip could mean serious trouble.

Our final night was spent atop one of the falls on a small ledge overlooking mountains of rainforest and Halifax Bay in the distance.

In the morning we were awoken by the sound of the birds and a most spectacular sunrise. You had to be there to really appreciate it.

Using all our abseiling and climbing skills we made good time on the way down. When at last we had climbed down the final waterfall a gasp of excitement was heard from SGT Scott as he grabbed for his long lost walking stick. Now that stick has really been everywhere.

It was quite obvious fatigue was affecting our balance and footing on the rocks during the remainder of the trip. With a sigh of relief base camp was sighted only just around the corner a short distance ahead.

The base camp staff had prepared a BBQ lunch for us but strangely few of us could eat more than a couple of mouthfuls.

Our base camp staff had also done their share of travelling as the short route to Paluma Dam had been closed to all military vehicles. The alternate route had added another 65kms to the trip over very rough road. They had travelled from the base of the mountain range to the dam expecting our arrival. They had a bit of a chuckle when we told them we were heading back to the start point.

Thursday late-afternoon we all arrived safely back in Townsville, tired, sore and a few kilos lighter ready for a good nights sleep on a mattress with no rocks.

The high morale and team spirit that developed during the exercise was in itself a mark of success. Members felt they each had achieved something personal under conditions that were no less than extremely difficult. If not for the men's effectiveness working and helping each other it could have been a disaster marred by accidents and arguments.

Suffice to say that there is little more fulfilling to a soldier than a well planned, straight forward adventure training exercise. As they say, "Two out of three ain't bad".

I'm told next years exercise will be a touch more relaxed!

THE TEAM

| | |
|-------------------|----------------------------|
| SSGT J. Scott | 18FD SQN (Safety Officer) |
| CPL D. Smith | Wksps (Adv Trg Instr) |
| PTE G. Winbank | 2Fld Amb (Medic) |
| PTE M. Lumb | 18 Fd Sqn (Cook Base Camp) |
| CPL J. Scottman | Wksps (OC Base Camp) |
| CPL M. Anstis | Wksps |
| CFN S. Simpson | Wksps |
| CFN M. Zuhorn | Wksps |
| CFN R. Williamson | Wksps (Photographer) |
| CFN W. Eremas | Wksps |
| SPR J. Roberson | Wksps (det) |

RAEME MARCH OUT

The recent march out of 6 PL A Coy at Kapooka commanded by LT Bagster, included 10 Corps enlistees to RAEME. All of the members except CFN Rolland are to undertake the AATS Course at RAAF Base Forest Hill in either the Fit (ACFT) or TES (Air) trades.

The Platoon included an unusually high number of RAEME Corps enlistees whose overall performances was considerably better than that of the average recruit. CFN Warke was awarded the Best Rifle Shot Award.

They are expected to complete their course in mid 91. CFN Rolland has been posted within the Corps as a Fit Arm.



Front Row (Left to right) CFN G. M. Maiden; CFN T. M. Dreilich; LT N. T. A. Bagster; CFN L. W. R. Stevens; CFN G. D. Greet (Back Row (left to right) CFN G. I. S. Pollard; CFN G. C. Frew; CFN P. R. Rolland; CFN B. J. Moulds; CFN P. G. Linnett; CFN M. W. Warke

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DRIVING TO EXCESS

by CAPT M. J. ROGAN

25 January 1991 was a day to remember at Oakey Wksp Bn.

The ritual Monday Production Conference was stunned, shocked and if not a little amazed by the words that flowed from the OPSO's (Maj Chris Bell) mouth. The words, 'I need an officer to be Chief Instructor on the unit drivers course starting on the 9 February, 1991,' caused those present to mentally search for a hiding place. I, not being that apt at hide and seek when I was a child, was looked favourably upon by the OPSO. 'Looks like it's me', I said with a sense of doom.

Having quickly recovered from my terrible sense of foreboding, I remembered something that I was taught whilst a cadet, 'always surround yourself with good staff, it makes you shine'.

WO2 Allan Hotton immediately sprang to mind. I turned to him and calmly said, 'Guess what!'

There we were, knee deep in pre course administration and the 9 February getting closer by the minute. Favours were called in from those who could not remember Oakey Wksp Bn doing them a favour but they were assured such was the case.

WO2 Allan Hotton agreed with my philosophy of surrounding yourself with good staff. We hand picked the nine driving instructors from the hordes wishing the job. Such dynamos as LCPL Max Holt and CPL Jodie Stanley would ensure the course never strayed from the straight and narrow.

Students were nominated and panelled in one decisive administration action (18 in all). Instructors' lessons were detailed and prepared and the course syllabus written. There was nothing left to do except wait for the course TMP to arrive; which it duly did on 11 February. Undaunted, the course pushed on with minor changes to content.

The theory phase was progressing with students falling asleep in lessons (CFNs Burling and Simpkin), vehicles going U/S and the Testing Officer (CPL Bill Singh) and his quasi self appointed assistant (CPL 'Jenko' Jenkins) coming to grips with the definition of "gained satisfactory experience." with regard to students graduation from the safe driving area. OPS normal so far.

Student counselling was a high priority on CFN 'Jessie' James' list during the theory phase. He is to be commended on his quiet, understanding group counselling techniques after 95% of the course became misguided on the road law theory exam. To his credit they all passed the retest. Well done 'Jessie'.

Bill and Jenko had finally allowed the course to progress onto the open road. First activity was a day/night vehicle navigation exercise covering some 370km. The picturesque Blackbutt ranges was the RV. All

vehicles eventually arrived safely. Continuation training then ensued. CFN Cowie gave a practical demonstration of how much punishment a 110 Land Rover can withstand by negotiating every obstacle at 40 km/h and CPL Woolf gave a quick demonstration, much to our amusement, of how the RAAF do things.

The next day was one of shared experiences. City driving was programmed and Toowoomba was the unwitting venue. Four 110 Landrovers and four Unimogs (loaded) negotiated peak hour traffic in Ruthven Street (the main street). This was an experience the students and the local population will never forget. That evening stores were issued, orders were given, instructors were 'stressed-out' and students were finally prepared for the commencement of the driving phase.

160630L Feb 91 the 1/91 OWB drivers course departed for exercise 'Long Haul'! Day one took in the tourist spots of Dalby, Moonie and St George via a slight detour to Goondiwindi. At this point in time I'd like to thank WO2 Hotton for helping me in a vicious round of public relations with the shire clerk. 'Where did you get to?'

After a very early start next morning the students found themselves on dirt roads for the first time. The days drive was going to take in the idealic countryside of Dirranbandi, Ballon, Yunneman and the night stopover, Charleville. On this leg CFN Griffin investigated the possibility of becoming a boundary rider. Thanks to CPL Jones' belated advice 'Griffo' has decided to remain with OWB and help out on any vehicle repairs that come along.

By now the students were becoming well drilled in driver changes, halt parades, first parades and last parades. CFN Currin overcame his difficulty with the technical aspects of the wheel brace, much to CFN McAulay's relief. First parade completed, it was off to Springsure via Tambo. In order to throw the students off guard I decided, that a slight detour was the order of the day. This detour gave the 'not so country' students a first hand look at a sheep station. The owner of 'Noella' station is still trying to figure out how we got there considering the roads on our map did not exist. Bidding Noella a bewildered goodbye it was off to Tambo for lunch. A quick brief by myself in the airconditioned Caltex roadhouse at Tambo had enthused the students to get to Springsure in the best possible time.

SGT Ninness and his mobile base camp gypsies kept us well fed and supported throughout this phase. SGT Ellis' begging cries, 'There are sandwiches here if anyone wants them' saw student and instructor alike

opt for hamburgers and meat pies for lunch. The gypsies were once again sent well ahead so as to have a cooked meal and a hot brew waiting when we arrived.

250 km of dirt road ensured that everyone had their share of dirt driving.

Springsure provided only a short respite from the rigours of driving and sleeping, depending on which concurrent activity was being undertaken. Next day it was off to Carnarvon Gorge for R & R before the eagerly anticipated night drive. At Carnarvon Gorge the Staff and students took every opportunity to make use of all the facilities, be it Bar-B-Queing by the swimming pool or, in WO2 Hotton's case, conducting his own BFT in ideal surroundings.

Fed, watered and rested it was time to move out on the night drive - destination Miles. This exercise was an endless blur of white guide posts, frequent driver changes, and avoiding furry animals intent on testing the revised animal cruelty laws.

Miles was reached an hour after dawn. Last parades were hastily completed and breakfast was quickly eaten as it was sleep that everybody really wanted. That evening the course party was underway. The gypsies served a feast and LCPL Max Holt, CPL Jacobson (BSU student) and CPL Stanley provided us, the audience, with hours of laughter, especially Max and his 2 minute joke that took two hours to tell. Don't worry Max, the RSM was really impressed.

The next morning saw an hour sleep-in, which didn't help CPL Stanley's condition, and renewed activity towards the aim of the course. The gentle drive back to Oakey was without incident and we arrived to outstretched arms of the QM (each hand holding stores vouchers and L & D's) at lunch time.

All that remained was the writing of the Course reports, handing back stores and issuing drivers licences. This was achieved with normal effective administrative efficiency.

A total of 2,760 kms were travelled and all who participated enjoyed the course. The Battalion has a further 17 Restricted T109 qualified drivers, so we can now get ourselves to the unit exercise at SWBTA in October.

The OPSO has reaffirmed his belief that 'nothing is impossible, only difficult'. Thanks OPSO. Students and instructors are back working on aircraft, thus making LT Nina Skuja happy.

The Battalion has settled down into its normal routine. As the memory of the drivers course fades from people's minds, more pressing concerns are looming on the horizon. We shall endeavour to keep everyone posted, Cheers.

THE RISING SUN BADGE PROJECT

by WO1 G. Dennis

"What do you think we could do about this?" was the question posed that led to Elec Wing, RAEME Trg Centre becoming involved in a PR project for 3MD. "Why not build a big model of the rising sun badge, fit a few coloured lights to it, hook them up to 'music colour', and fit the whole thing on the back of a Mack truck?" was the suggestion I put forward, thinking that would be the end of that.

However, they loved the idea and asked how much it would cost. How the heck would I know? How big is big? It was decided to build the model 4.5 metres long by 3 metres high. It would be modelled on the rising sun hat badge and would be fitted with eight strings of lights. It was estimated it would cost at least ten thousand dollars. We all know money is tight so we all thought the project was dead.

A couple of days later, however, the boss came in with the news. Def Credit would sponsor the project to the tune of \$6000, but the badge had to be ready for the Army birthday on 1 March 1991. I started to look for ideas on how to build this monster. WO2 Terry Stacey over in Armament Wing suggested building it out of fibre glass. It seemed a good idea. The boss called a conference of wing OCs/ASMs and other interested parties, and so about six of us sat down to come up with a plan. Someone had heard that a local foundry had a computer that could turn drawings into moulds for casting. We decided to give it a try.

A discussion followed with ex-RAEME recovery mechanic Kevin Thomas, who now sub-contracts in making fibre glass products. Kevin's quote for the fibreglass mould was \$3625. A major problem then came to light. After completion, the badge would have to be transported by vehicle to Melbourne and would the Mack truck clear overhead powerlines and tram lines? After advice from the RTA the badge size was reduced to 3.6 metres by 2.4 metres so that it would clear the powerlines when being moved.

The electronic kits and lights were purchased just before Christmas and we were ready to go. Back at work in mid January, and two electrical fitters arrive two weeks early for their course, so a crash course in circuit board assembly and soldering followed and the assembly of the electronics was underway. After liaison with MAJ Pat Shanahan at Equipment Maintenance Coy of the Bandiana Logistic Group the fellows in the welding shop of EMC built the frame work to hold the badge upright on the back of a truck.

The badge was ready for collection in Sydney early in February. It was delivered to the welding shop and fitted straight

on to the frame work. It was then taken to Elec Wing at RAEME Trg Centre to be finished off. SGT Dave Long, SGT Steve Mollineaux and SGT Terry Bailey directed their energies to the tasks of painting the frame and badges and fitting 160 lights to each side of the badge. Assistance was accepted from Mr John (Nick) Carter, WO2 Barney Blackshaw and the then SSGT (now WO2) Geoff Sheather in designing the layout for the lights and in the final testing and adjustments of the electronics.

The lights were finally fitted and SGT Noel (Gonzo) Goltz had his input by welding on a couple of nuts to assist in the final assembly. Finally it was all together, with the lights switching on and off in sequence as controlled by music colour units. The badge looked pretty good and had turned out much like we intended it to. The only problem left was how to get it to the people at HQ 3MD Public Relations at Victoria Barracks in Melbourne. After some



wheeling and dealing between the transport staff at Victoria Barracks and the Bandiana Logistic Group a truck was organised to take the badge to Melbourne. The badge was suitably tied to the truck and wrapped in plastic so that the lights would not blow off during the trip to Melbourne. We all breathed a sigh of relief as it left the compound. It has been a difficult project, but we all felt a sense of achievement when we looked at the final product.

Footnote: Unfortunately, the official badge design was changed slightly after this project was completed. The question now is how to best modify the model to make it match the new design. Any ideas out there would be gratefully accepted.



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PRE-COURSE STUDY – “TO DO OR NOT TO DO” THAT IS THE QUESTION

by **LT ASHMAN**

As a mathematics instructor at RAEME Training Centre, I have been asked many times the use of pre-course study guides. Believe it or not they aren't used to start kindling burning on Sunday afternoons.

The mathematics pre-course study guides are primarily designed for students attending RAEME Training Centre. Study guides are not ordinary books. You can not browse through it or simply read it. You must work your way through it. The guide will complement the applied work performed in either of the Vehicle, Armour or Electrical wings at RAEME Training Centre. The studies also re-introduce mathematical concepts that are to be expanded for your specific employment requirements.

One of the last courses that passed through this section was the Subject 4 Sergeant Vehicle. Students were not told their marks for the pre-course study. This is for two reasons, first, the guide forms no part of the final assessment, second, with no formal instruction there is no way of determining why students are performing poorly or well. Of the twelve students, two students received a score of less than 40% in their pre-course study and three achieved a score of 100%. The two students with the lowest scores in their final exam both achieved a pass of greater than 67%. The course only had one failure, who did not have the time to complete his pre-course study. Pre-course study enables you to concentrate on your weak areas. It also enables your instructor to identify students requiring extra help or topics requiring additional time.

There may be many reasons why a student will either do well or badly on pre-course study. Sitting in the comfort of their own homes, students have gone to extremes to obtain help for their pre-course, from ambushing roaming university lecturers to pretending to test their young children's mathematics teacher; by saying to little Johnny and Sue that if their teacher was worth a pinch of salt they would be able to do a simple Partial Derivative problem involving a vacuum tube, variable plate

voltage and a plastic McDonalds spoon. It can also be guaranteed that at least one student was out bush for the last six weeks preparing to repel the Musorian hordes and was handed his pre-course while boarding the bus for Bandiana.

It would be perfect if each student had the time to neatly sit down with an engineering graduate and receive help with their pre-course work. The guides sent are littered with solved solutions to help. The best place to start is with these problems. Take the time to sit down and read each section, then rewrite the solved problem and go through the solution. When you are happy with the method, attempt the exercises. Don't attempt more than one section per day, as you will tend to confuse the subject matter.

When you have completed the study try testing yourself by writing out the solved problems (minus the solution) on a set of cards, and at random take five cards and complete the problem. Allow a maximum of 30 minutes for the five problems. Should you make an error, repeat the problem fully this time with the solution handy and no time restriction. This will give you practice in exam techniques also. Try not to miss out too many steps, this is easily done when using a calculator, and will not allow you to see where you may be going wrong.

Should you encounter a section that you cannot master and you are unable to obtain help, re-examine the solved problems and ask yourself what has happened rather than what is happening. Note what has happened from the previous step and try to see where it applies to the exercise problem. The pre-course is designed to take you through the theory/mathematics in a series of steps. If all else fails bring the problem to the attention of your instructor when you start your mathematics phase. Your instructor will happily tell you what to do or where to go, to enable you to solve your mathematical problems. In short the pre-course study guides make our job easier because they make your job easier.

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110 Landrover Rebuild Program

In February 1990 it was decided that, as an Apprentice project, Townsville Logistic Company (TSV Log COY) would rebuild five Landrover 110s from six accident damaged vehicles. Parts for the program were initially ordered in May and work commenced in August. The Apprentices on the project were CFNs Kemper, Wegener, McLean, Gurney and Bransby.

The vehicles were stripped during August and then the magnitude of the task was fully realised. Although the accident inspections were quite comprehensive, because of damage to the vehicles, it wasn't possible to drive or even start the engines during the initial repair phase. As a result, we found that, although we had the majority of parts for the external repairs the internal problems we encountered, eg a transmission that had to be replaced, caused considerable headaches and last minute changes to the repair program.

It was around this time the Apprentices tried all their little tricks. One of our Appys made up all different types and styles of periscope, using cardboard and mirrors, so he could see when anyone was approaching the tent. There was also the usual ritual of tying one hand to the exhaust or prop shaft to make it appear they were busy, but in actual fact they were attempting to sleep after a hard duty the night before.

A major health problem encountered was how to safely deal with the PUP paint when attempting to straighten some of the salvageable panels. A lot of time was spent removing and

panelbeating them, when with heat, the work could have been completed and many manhours saved. We also had some trouble with parts, as some parts were no longer available from Jaguar Rover Aust (JRA), consequently these had to be manufactured locally. This proved to be a good opportunity for the apprentices to show their expertise as sheetmetal workers and welders.

It was approximately mid September that we arrived at work and found that our home for the program, a 20 x 80 tent, had been blown over the night before. This problem set us back a couple of days. Between the demise of our old tent and the arrival of our new tent, the apprentices worked at the mercy of the elements.

At the end of October, the first vehicle was completed and sent for repaint. The remaining vehicles were completed over the next two weeks, with the final vehicle leaving the workshop approx mid November.

The program had many positive aspects. The apprentices had the opportunity of gaining experience of in-depth repairs to new equipment, detailed fault finding on electrical and fuel systems, fabrication and welding of various components and panelbeating. Much credit must be given to all of the apprentices for the quality of work and their performance under less than ideal conditions.

M. J. DUNK, Corporal

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