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The

ISSUE NUMBER 25

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THE MAGAZINE OF
The Royal Australian Corps of
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EDITORIAL

First of all, let me thank all those who sent contributions for this issue. The response to my request for articles about Corps activities was overwhelming in both quantity and quality. Some articles didn't make it because of space restrictions, so the message is clear – if you want to guarantee that your article will be published, make it interesting to read and provide colour photographs if you can.

This is my second, and last issue of the RAEME Craftsmen. My thanks to the editorial staff, especially CAPT Dave Moylan, who is also moving on. WO1 Ivan Vrankovic is the new power on the staff, at least until a new editor is appointed. If you have a suggestion,

complaint, or simply want to negotiate a guarantee for inclusion in the next issue, call Ivan on (06) 265 5622 DNATS 865 5622.

*Have a safe and happy
Christmas and New Year*



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FOR NEXT ISSUE
Articles should be sent to:
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J-4-05
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Canberra, ACT 2600

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6TH MARCH, 1991

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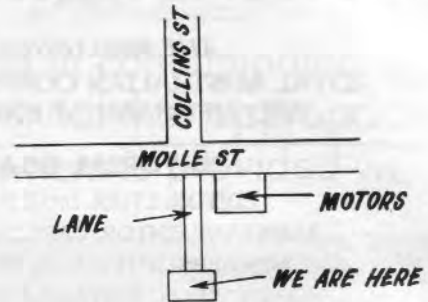
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A Message from

THE DIRECTOR GENERAL

The emblem on the cover of this issue of The RAEME Craftsman serves to remind us that the Corps of Royal Australian Electrical and Mechanical Engineers is 50 years old next year.

Since its formation in 1942, the Corps has gone from strength to strength and has firmly established an enviable reputation within Army for high standards of professionalism, training and skill. On my many visits to units throughout my first year in the appointment of DGEME this professionalism, along with an impressive level of cohesion, enthusiasm and motivation, is clearly obvious.

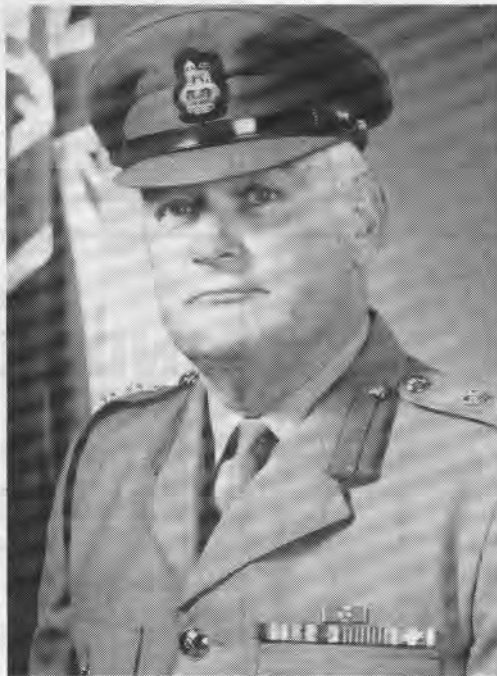
I have been heartened by the way in which the Corps has continued to meet its responsibilities whilst evolving in a defence environment of constantly changing priorities. During the year, the winds of change have continued to blow unabated through much of the Army. Although I am not able to recall any period in the past 30 odd years when the Army was not going through some process of change, in my view this present period is generating changes which, in scope and speed, are greater than any that we have previously experienced. Initiatives such as the Force Structure Review, Commercial Support Programme, Wrigley IDC, Defence Regional Support Review, Defence Logistic Redevelopment Project and the Brigade Administrative Support Battalion trial are all making demands upon the Corps which I am pleased to say are being tackled in a most positive way. These changes are going to affect unit establishments, trade structures, Corps training and our maintenance procedures. We live in dynamic times with rapid change being the norm rather than the exception. We must learn to embrace change and learn to manage it effectively and to our advantage, rather than resist it. We must clearly establish at an early stage the rationale behind each initiative and what is required of us - then get on with it in a positive manner. In this respect I will take whatever steps are necessary to ensure that all ranks are kept informed of significant developments as they occur, and in particular the implications for the Corps.

No matter how radical are the changes we face or what advances are being made in techniques or technology, we must not lose sight of the fact that people are our most valuable asset. We must nurture this asset by good leadership at all levels and use our best

endeavours to ensure that all employments within the Corps provide satisfaction and challenge. In these times of severe economic restraint, not only do we need to maximise our efficiency, we also need to demonstrate it; we can only do this if we draw upon the great strengths and capabilities that reside within the members of our Corps.

We are fast approaching the end of 1991 and the festive season. Corps birthday celebrations will soon be upon us followed by the Christmas holiday break, and for many the need to relocate from one area to another in order to take up a new posting. It is a busy and demanding time of year and I ask that you take particular care when travelling on the roads. Remember that your family and your Corps need and depend upon you, and that the Army cannot afford to lose anyone in the prime of their career.

To all military and civilian members associated with the Corps, thank you for the hard work that you have put in over the past 12 months and for your dedication and the professionalism you have shown.



Brigadier J.W. Kingston, AM

To you and your loved ones, may I extend Seasons Greetings for a merry Christmas and a happy and prosperous New Year. 1992 will certainly be a big year for the Corps.



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WELL DONES



Captain Glenn Keys, RAEME, being presented with his Graduation Certificate as a Flight Test Engineer by Mr. Donald Spiers, C.B., Controller Aircraft, Ministry of Defence. The ceremony took place at Castle Ashby, Northampton, England, during the Graduation Dinner.



HONORARY CORPS APPOINTMENTS



LTCOL Peter Tremain completed his appointment as Colonel Commandant 3MD/6MD on 23 Jan 91. The date of his appointment as COL COMDT 3MD was Jan 85 but in May 87 6MD was added to his responsibilities. LTCOL Tremain did a first class job looking after Corps interests in both MDs, but in particular 6MD where he gave impetus to the Corps Association activities to really get things moving. Fortunately he has agreed to continue to serve the Corps as Chairman of the Museum Board of Trustees.

BRIG Conrad Ermert has now been appointed as COL COMDT 3MD/6MD, for a period of four years. We are fortunate that BRIG Ermert was able to accept the appointment, leaving the interests of the Corps in such experienced hands at a time when many changes are being implemented.

BRIG L.J. Lewis completed his appointment as Colonel Commandant 4MD/7MD in Aug 91 having commenced it in 1985. His efforts to support the Corps have been untiring; always attending functions, visiting units and providing a guiding hand. He leaves the Corps in 4MD/7MD well prepared for challenges of the future.

COL J.W. Wilson has been appointed to replace BRIG Lewis. COL Wilson was a 16th intake radio mechanic apprentice who attended OCS Portsea in 1965. His 26 years of service included tours to Vietnam and UK and postings to Sydney Wksp Coy, 2 Base Wksp, EDE, 106 Fd Wksp and 4 AQAU.

AWARDS TO MEMBERS OF THE CORPS

MAJ C.J. Cromack was awarded an MBE for service with 7 Armd Wksp (UK) during the Gulf War.

Queens Birthday Honours

CAPT A.J. Smith was awarded the Medal of the Order of Australia for his significant contributions to the restructuring of Support Area Wksp.

WO1 P. Bond was awarded the Medal of the Order of Australia for his efforts to improve management and training at the Port Moresby Workshop.

Congratulations to all award recipients.

WELL DONES CONTINUED

MILITARY SKILLS COMPETITION 106 FD WKSP

by LCPL D. LISTON

Recently a section from 106 FD WKSP competed in the Sixth Brigade non infantry military skills competition which was held over a three day period at Greenbank training area in Brisbane.

The team from 106 did extremely well and in fact won the competition, which now qualifies them to compete against units from other brigades in the divisional military skills in Canungra QLD.

The competition was extremely arduous and consisted of tasks like obstacle courses, night ambush, POW, Ratel, medical, observation lanes, range shoots, endurance marching and a dam crossing.

The range of stands at the competition was broad and tested the basic skills of the soldiers. We here at 106 are very proud of our team and wish them the best of luck at the Div competition.

The team is listed below:

Section Commander	CPL D. Duffey	RAAOC
Second in Command	LCPL D. Liston	RAAOC
Number one scout	PTE B. Kitching	RAAMC
Number two scout	PTE P. Worth	RAAOC
Number one gun	CFN J. Murphy	RAEME
Number two gun	CFN T. Giles	RAEME
Number one rifle	CFN J. Garwell	RAEME
Number two rifle/sig	CFN I. Jeisman	RAEME
Number three rifle	CFN K. Weeding	RAEME
Team driver	CPL J. Mitchell	RAAOC
Team trainer	SGT G. Frew	RAAOC



RECOGNITION FOR EFFICIENCY GOC Training Command Commendation

Miss Angela Bourdis the Movements Clerk at RAEME Training Centre was recently presented a GOC Training Command Commendation for her dedicated and efficient service to the Department of Defence. Angela first started work at Bandiana in March 1973 and it has been estimated she has been responsible for co-ordinating the movements of in excess of 10,000 staff and students during that time.

OUTSTANDING EFFORTS IN PRODUCTIVITY

The recently held Defence Productivity Awards saw Brisbane Logistic Group, Bulimba receive an award for repairs to M16 Receivers and Unimog brake actuator levers.



The first idea was initiated by Mr. Trevor Chant and WO2 Denis Wilson and involved the repair procedure to the M16 Upper Receiver. Due to the lack of and cost of replacement parts WO2 Wilson and Mr. Trevor Chant devised a method of building up worn Receivers. The process involves the milling out and machining of the part thus allowing the weapon to be reclaimed. To the end of August 1991, 835 M16 Rifles have been reclaimed to the value of \$1172.00 each, the total saving being \$961,920.00.

The second idea came from CAPT Jack Smith (then ASM of SAWB) and Graham Lockhart. When CAPT Smith arrived at Bulimba he saw that the Actuator Levers were being thrown out when they became unserviceable. This prompted him to investigate the possibility of overhauling the levers using a reconditioning kit. By end of August 1991, 566 levers had been overhauled with a total cost saving being \$332,168.00

SGT Shane Williams has been an active participant in the development of many innovative ideas and accepted the Award on behalf of Brisbane Logistic Group. The Award was created by the Department of Defence in 1989 to provide high level recognition of significant productivity and quality improvements. It is also intended to raise awareness of the importance of productivity improvement within Defence and encourage a spirit of innovation and excellence.

Cost savings can mean the allocation of funds to other areas of the Defence Budget. With productivity currently being a Defence priority, all members are encouraged to consider ways to improve productivity and operating procedures of the workplace.

CPL GREG FOSTER

CPL Greg Foster sustained serious injuries in a parachute accident on the Cocos Keeling Islands, resulting in a bi-lateral below knee amputation. On completion of his rehabilitation in Perth CPL Foster was posted to ADF Helo School. In March of this year CPL Foster competed in the National Disabled Waterskiing Titles in Perth where he was placed 1st in the slalom, trick, jump events and 1st overall.



WELL DONES CONTINUED

These results qualified CPL Foster to compete in the World Disabled Waterski Trophy in the USA. CPL Foster, competing against 24 other skiers, was again placed 1st in the slalom, trick and jump and 1st overall. CPL Foster broke the world record during the jump event, however, this record was broken again later in the competition.

JUNIOR REGIMENTAL AWARD — RAEME FOR 1990

SGT Grant Schuster enlisted in the Army as an apprentice radio mechanic in January 1979. After completing his apprenticeship in 1982, he went on to become a qualified TES(G). Following postings to 2 Base Wksp Bn and Adelaide Wksp Coy, he took discharge as a Corporal in 1989. He then decided to continue with his Army career part time and enlisted in the ARes as a member of 3 Fwd Gen Hosp.

He attended the 2/90 Subj 2 SGT (RAEME) (ARes) course at RTC, and on return to his unit was promoted to the rank of SGT.

As a consequence of his excellent performance on this course, he was presented with the Junior Regimental Award — RAEME for 1990 by the CO of Adelaide Log Bn, LTCOL T.



Oldfield. The award is given for the most outstanding results achieved during a Subj 2 SGT (RAEME) course (both ARA and ARes) as well as regimental ability, and unit and community involvement.

1991 1MD RAEME CORPS FUND ART UNION

It seemed to the 1 MD RAEME Corps Committee that soldiers were constantly being harassed for "donations" to various charities. Therefore it set about raising Corps Funds in a more inventive manner than Corps Subscriptions. An Art Union seemed to be the solution with company sponsorship to provide the prizes. Even in difficult economic times companies such as Australian Airlines, Sheraton Breakwater Hotel, Myer and Stefan Hair Fashions generously donated prizes.

Tickets were conservatively priced \$1.00 each and five tickets per Corps member distributed against unit posted strengths. This amount was substantially lower than the average subscription of \$15.00 per person. As in most events some units were more active and supportive than others.

Finally the hard work has come to fruition and \$3910.00 has been raised after expenses which compares favourably with \$1800.00 raised by subscriptions. In fact the Art Union raised more money in QLD than was raised nationally last year. This goes to show that with thorough planning and enthusiastic coordinators, not to mention great prizes and moderately priced tickets, Corps Funds and charities can raise more money.



Col. G.J.M. Edis, COL COMDT LMD with the Australian Airlines representative

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ARMoured FORWARD REPAIR GROUP — (FRG 6)

Black Rats of The Desert

by Captain A.J. McWATTERS, RAEME

Black rats for two reasons — they supported the British 4th Armoured Brigade (Desert Rats) during the Gulf War 91

AND

— they were covered in grease, oil, sand and sabkah much of the time!

INTRODUCTION

December 1990 — the British Government had recently committed an Armoured Division to the allied coalition forces assembling in the Persian Gulf against Iraq. An armoured brigade (7th Armoured Brigade — Red Desert Rats) was already in Saudi Arabia. A second brigade (4th Armoured Brigade — Black Desert Rats), a substantial commitment of divisional troops (including an Artillery Brigade Group) with Headquarters 1st (UK) Armoured Division, was now preparing for deployment. The desert rats are descended from the 7th Armoured Division which earned its spurs in North Africa in the World War II. A British force of over 40,000 men drawn from Germany and Britain would deploy. The commitment was called 'Operation Granby'.

Units were reinforced, equipment modified and establishments and holdings bolstered. Publications, pamphlets and aide memoires of all descriptions were developed and issued. Training and preparations for war were going on at a pace not experienced since the Falklands conflict in 1982. Around the clock the military machine changed up gear after gear.

I was offered an appointment as second in command of an Armoured Workshop FRG recently warned for deployment as part of Op Granby. I took up the post on 1 Dec 90 with only three weeks to go before scheduled return to Australia from a 14 month aeronautical engineering training posting with the British Army in UK and Germany. My wife Elizabeth and our two young children, Emily and Thomas, quickly adapted to the situation and decided to remain in Germany until my return from the Middle East. They were settled into the British Army community there and we knew they would be looked after by the extensive family support organisations which were quickly set up by the Army. The community spirit and comradeship was strong as the whole of the British Army of the Rhine was working very hard at getting the best possible force to the Gulf.

PRE DEPLOYMENT

11 Armoured Workshop REME is based at Soest in Western Germany. It was placed under command of 1 (UK) Armoured

Division for Op Granby. Main Repair Group (MRG) 11 with two other MRGs was to be tasked and used as a Divisional asset. FRG 6 was placed under command 4th Armoured Brigade as an independent sub unit and Brigade Admin Area (BAA) unit. The role was to provide second line repair and recovery support to the Brigade as directed by the Brigade SO2 EME (BEME). The priority was the Challenger tanks and Warrior Infantry Fighting Vehicles of the three Battle Groups:

- * 14/20 Kings Hussar — (Challenger Tank Regiment)
- * 1st Bn Royal Scots — (Warrior Armoured Infantry Battalion)
- * 3rd Bn Royal Regiment of Fusiliers (Warrior Armoured Infantry Battalion)

Looking back through note book scribbles and diary notes of the pre deployment period brings a blur of memories of constant activity. The FRG was constituted finally as 2 officers and 81 other ranks. Equipment included: 17 'A' Vehicles (Challenger, Chieftain and Warrior repair and recovery Variants [ARRV], 25 medium and heavy 'B' vehicles (including Tels and Instrument ERVs, Foden heavy wreckers, powerpack and major assembly carrying trucks, stores trucks, and admin support vehicles), 23 machine guns and a long list of enhancements to the existing capabilities were added.

Preparation, packing and loading was a huge undertaking. Individual refresher training and unit training was programmed during the preparations. This included nuclear, biological and

chemical (NBC) warfare, personal and crew served weapons, mine warfare, desert navigation, signals, enemy capabilities and equipment, AFV and aircraft recognition, Arab customs and traditions, and more. A standard training package was conducted by a training team at Sennelager Training Centre and was a mandatory requirement for all deploying. The list of administrative preparations was long too — everything from Anthrax injections to POW card issues!

By 22 December the vehicles and equipment (all painted sandy yellow) were on chartered ships on the way to the Persian Gulf. Time was available for a few days off with families over the Christmas period and was an unexpected surprise. The air move



Destroyed Iraqi MTLB APC — Kuwait 1 Mar 91

BLACK RATS OF THE DESERT CONTINUED

to Saudi Arabia was scheduled so that the equipment could be met at the docks and deployed into the desert as soon as possible.

Many problems and delays occurred during the pre deployment phase — many solutions were worked out. It was a taste of things to come. For most it was the longest and hardest they had ever worked. Preparing for a desert war in a frozen European winter is interesting too — especially the blokes of 15 mile 'acclimatisation' runs in frost and snow!

SAUDI ARABIA — PREPARATIONS FOR BATTLE

THE FRG main body flew from Hanover on a chartered Tri Star airliner into Dahrhan Saudi Arabia on 6 January 91. A 100 km bus trip (old double deckers with singing Arab drivers) put us in the AlJubail port area (Force Maintenance Area) at about 0200 hrs the next morning. Administration and 'registration in theatre' with field records office took an hour or so and then it was off to 'Black Adder' Camp — a tented staging camp on the outskirts. Acclimatisation, training, admin and meeting the equipment at the docks as it arrived were now the priorities. Setting up liaison with headquarters and units as well as getting to know the personalities at Brigade HQ (especially BEME and his staff of three artificers and two clerks/operators) was important. 4 Brigade was already exercising in the desert so the pressure was on to get FRG 6 out to support the training.

The scale of the military build up was staggering. Every type of hardware imaginable was being moved through the port area. Some entrepreneurial members of the unit soon had us supplied with some of the niceties of the American supply system through the 'swap' programme. The famous US 'camp cot' stretchers were well sought after. An Australian Army slouch hat was worth nearly anything you wanted!

On 13 January the FRG deployed 100 km north to 'Devil Dog Dragoon' range and training area to begin supporting the Battle Groups' firing, battle runs and brigade exercise — of course it rained heavily that day! The next two weeks were spent at a hectic pace in the training area. Being near to the coast there were many areas of soft sabkah (low crusty salt pans) and the recovery crews were kept extremely busy extricating 'A' and 'B' vehicles from 'severe bog situations'. Power packs, engines, major assembly and optronic equipment failures kept Forward Repair Teams (FRT) and optronics section tasked around the clock.

The allied air offensive started on 17 January and it was initially a case of NBC suits on/NBC suits off!! Chemical warning and reporting procedures were sorted out after the initial 'first nerves' and the training and tasking continued. The Iraqi Scud-B missiles were aimed at AlJubail, Dahrhan and Rhyrad over 100km to the south and so had little effect on our activities.

Those readers who have participated in a RAEME Corps Training Wing Command Post Exercise can be assured that that was what it was like, in the CP of FRG 6. 24 hour tasking of: FRT 'A'; FRT 'B'; recovery crews; resupply of combat supplies, power packs, engines, major



Destroyed Iraqi ZSU 23/4 Anti Aircraft System and ammo truck — Kuwait 28 Feb 91.

assemblies and spares; support and movement on battle group and brigade exercises; personal admin the need for continuation of individual and unit training meant little rest for anyone. Daily intelligence reports and briefings at Brigade HQ painted an ever changing picture though morale was high after the reports of the initial successes of the air offensive.

On 26 January the Brigade moved north to Divisional concentration area 'Keyes' about 60km south of the Saudi/Kuwait border. A new phase of training and preparations was conducted from Keyes. Two Divisional exercises/rehearsals were conducted and plans for the final ground offensive against the Iraqi forces were developed. TEWTs and CPXs at Divisional level formed part of this planning and training. Activities in and from Keyes also served as part of an extensive deception plan — though at the time we knew nothing of that.

On 14 February the Division began a rehearsal and movement exercise advancing some 120km to arrive, three days later, in concentration area 'Ray' to the west of Keyes and some 60 km to the south of the Saudi/Iraq border. Things were getting much 'slicker' now. The serious problems of mass confusion encountered in the earlier exercises were being ironed out. Everyone was a lot more confident. FRT and recovery crew commanders were now proficient in independent navigation and operating with the Battle Groups. Personalities throughout the organisation had learnt to work as a team. Final training and preparations were conducted in Ray and battle procedure carried out. Of course this didn't mean too much of a break for any REME soldier as the equipment had to be in the best possible condition for the coming operation.

OPERATION DESERT SABRE — GROUND OFFENSIVE

G Day was 24 February 1991. The 1st US Infantry Division crossed into Iraq with air and artillery support from the British. Lanes were cleared through the Iraqi defences and an area secured to the north of the minefield areas. The concept for the British operation was a move through the breach lanes, passage of lines through the US positions, move into brigade FUPs and then attack objectives in Iraq and Kuwait as allocated. A reconstitution phase was anticipated after the initial battles with subsequent operations as required. REME workload in the reconstitution was expected to be high.

FRG 6 detached some elements to Battle Groups for the first phase (FRT and recovery ARRVs) and some further ARRVs were detached to provide recovery support to the breach operation. The FRG moved as a brigade unit as directed by BEME. Equipment casualties were recovered forward to designated Equipment Collection Point (ECP) grid references where inspection and repair (if appropriate) was effected. The

initial successes of 4 Brigade and its rapid advance into Iraq from objective to objective meant a constant change in situation for the FRG. The longest period in an ECP was approximately six hours so tasks such as power pack or final drive replacement had to be quick. Resupply of major assemblies and packs was by RAF Chinook which proved its worth in many ways during the conflict.

After the first objectives were achieved, detached elements returned to the FRG. Movement during the advance was from ECP to ECP independent of the BAA — at times well forward of BAA and others well behind. This independent movement through the battlefield was not without problems. Communications with

BLACK RATS OF THE DESERT CONTINUED

Brigade HQ were not always reliable and information on routes and by-passed enemy positions was unclear. Huge groups of prisoners guarded by one or two men with small arms (and sometimes unguarded) on occasion decided 'why not go back to our trenches and weapons'. Small arms and support weapon fire was heard well behind the fighting echelons and FRG 6 was involved in some incidents. Crews of disabled tanks and AFVs on tow behind ARRVs were extremely keen to get into the battle again and on more than one occasion, fired while under tow! Mines and unexploded bomblets were a constant hazard especially at night or during sandstorms or rain (both of which were prevalent). Severe damage was caused to many 'B' vehicles and pieces of track blown off 'A' vehicles when they struck some of these hazards. FRG members were involved in POW handling and administering first aid to the wounded.

The priority was keeping up with the Battle Groups and recovering equipment casualties forward. ECPs tended to be on or near recently cleared enemy positions which added another dimension to the adventure. The men took every available opportunity to explore and gather souvenirs. The practice was not without its dangers and many were lucky – some shocked, at what they found.

The advance turned eastward towards Kuwait. Intelligence and situation reports were occasional but everyone knew that things were going far better than anyone had anticipated. On 27 February the advance halted for a few hours before the final advance into Kuwait was ordered. This became a rapid charge towards Kuwait city. FRG 6 moved ahead of BAA establishing ECPs and sweeping the route about the axis of advance. Late on the night of 28 February orders regarding the cease fire were received. FRG 6 moved into the BAA about 30 km to the north west of Kuwait City. That night and the next day the entire British Division moved through to establish itself to the north and west of the city.

That evening most grabbed their first real sleep for four days and were thankful things had gone so well. FRG 6 had sustained no casualties and the most intensive and exciting period in just about everyone's life had finished. The carnage and destruction dealt to the Iraqis was sobering. In our brigade two Warrior AFVs from 3rd Bn Royal Regiment of Fusiliers had been hit by friendly air attack resulting in nine fatalities. There were many other fatalities, wounds and close calls in British and all coalition force formations but they were small in number compared to the destruction dealt to the enemy.

FRG 6 had established 16 ECPs since arriving in Saudi Arabia and had completed in the vicinity of 130 power pack/engine replacements, 60 major assembly replacements and 54 logged recovery tasks – now in Kuwait there was more to follow!

POST OPERATIONS — BATTLEFIELD CLEARANCE

4 Brigade was now adopting a defensive posture awaiting further developments. Priority was given to getting equipment back up to pre-operational condition. Casualty Reports (CASREP), the REME equivalent of our EMEFIX, were initially slow. It seemed that everyone was so happy about the success of the operation that they ignored the state of their equipment for a while. Slowly FRT workload increased again. As the days went by the possibility of a permanent ceasefire became reality and preparations for redeployment to Germany were begun.

An expedition back to Iraq and western Kuwait was arranged to clear the battlefield of useable military hardware. Brigades were responsible for their own areas and recovered equipment was eventually pooled under Divisional control. For the next three weeks the men of FRG 6 (and most other REME units in the division) had a constant job towing, dragging, repairing and



LAD members explore Iraqi defences while their mates conduct a pack change on an FV432 — Iraq 26 Feb 91.

driving enemy equipment. All varieties of serviceable Soviet, Chinese and European hardware including Tanks, APCs, artillery pieces and air defence weapons, B vehicles and plant equipment were collected. Small arms and support weapons collected by individuals during and after the conflict had to be surrendered. Teams of Royal Engineers and REME were formed to ensure that all equipment was 'safe' prior to recovery. Booby traps were encountered in some areas. Enemy Equipment Collection Points (EECP) were established and were massive. Only undamaged equipment was recovered. The majority had been destroyed during the war and no doubt still litters the desert. The novelty of playing with such an assortment of equipment quickly wore off and many a recovery mechanic was observed tearing his hair out when a T55 tank crashed into the back of his ARRV because rigid towing bars would not fit and chains were the only method of towing.

Serviceable captured vehicles were commissioned in many cases to supplement requirements in the post operation phase. BEME 4 Brigade acquired an airconditioned Mercedes armoured command vehicle as his personal 'run-around' and Commander 4 Brigade posted two T55 tanks outside his headquarters as 'guards'. The captured equipment was all recovered to Saudi Arabia and its eventual plight is unknown. Some units managed to ship "war booty" trophies back to Germany or UK, but no doubt the majority is still in Saudi.

THE WIND DOWN — A SLOW TIME

Redeployment to Germany was not a quick affair. We were advised to expect a month's wait at least. After a period of such intense activity and energy it is natural that morale problems develop when soldiers are told to sit and wait. Men had to be kept "motivated, active and gainfully employed". Training activities such as: enemy weapon range practices; anti-armour ranges using 'real' targets; and demolition, denial, and track blowing explosives training for recovery crews were conducted for FRG 6. Unit and Brigade photographs, helicopter flights, battlefield tours and physical training helped to keep boredom at bay. There were the inevitable training accident fatalities and injuries in the brigade though thankfully not in FRG 6. This time was also used to draft confidential reports and word pictures on

BLACK RATS OF THE DESERT CONTINUED

everyone's performance throughout the pre op and operational phases. No punches were pulled at any level and many good reports were submitted with many which were not good.

On 9 March a trip to Kuwait City to seek out the Australian embassy was arranged with fellow RAEME Officer (Major Chris Cromack - OC MRG 7A). The visit was an eye opener and again the destruction sad. There is no Australian Embassy in Kuwait.

GOING HOME

After a month 'Brigade Camp' in the Kuwaiti desert FRG 6 moved back through Kuwait City, with MRG 11, in convoy through Saudi Arabia to the port area at AlJubail. After lecturing the FRG on safe driving and getting home alive the Australian 2IC was involved in a severe convoy accident near AlJubail on 1 April ... no joke. Miraculously no-one was killed but a landrover and 8 ton fuel truck were destroyed, two other trucks damaged and four people were admitted to a Norwegian Field Medical Hospital. Probably the biggest single killer throughout the war period, as usual, was road traffic accidents. We were lucky to get away with it.

On 8 April 1991 11 Armoured Workshop REME complete redeployed to Germany on RAF Tri Star aircraft after three months in the Kuwait theatre of operations. The vehicles and equipment were left in the Saudi port awaiting sea transport. After a period of three weeks standown the REME men are soldiering on as part of the British Army of the Rhine. They have defence cuts and force restructuring plans, far more severe than our own, hanging over their heads right now. Three members of FRG 6 were recommended for operational honours and awards. Warrant Officer (AQMS) Mick Fishwick was awarded the MBE for his tireless efforts and leadership during Op Granby.

LESSONS

The international community may learn much from the Gulf War of '91. Students of international politics, diplomacy, strategy and morals may draw valuable lessons. Lessons in tactics and logistics are available to us all in the abundance of literature and video documentaries produced during and since the campaign. I know that my family and I have learned many personal lessons. Before concluding I will relate some observations on topics that relate to us all in our army lives:

TRAINING

British soldiers are well trained but no better trained than we are. Military skills and the ability to perform the job under operational conditions, as practised during training, were relied upon. Equipment was procured as if by magic as purse strings were released. Trained soldiers cannot be found overnight. For REME there was little time to concentrate on individual or unit training in theatre as naturally the maintenance of battle winning equipment was the priority. We should keep this in mind when the topic of peace time workshop production figures and efficiency/competitiveness is discussed.

LEADERSHIP

At all levels of command good and bad examples of effective

leadership were apparent. Young corporal FRT and recovery ARRV commanders operating independently in the front lines with inexperienced crews were tested. Senior NCO's and Warrant Officer's technical decisions and appreciation of the workload of their men was a huge responsibility. Junior officers in units and headquarters had all eyes on them to provide the leadership, decisions and direction which is expected of them. When the pressure was on the characteristic which identified the effective leader was an unflappable and calm approach. Generally the British are very good at displaying this willingness to persevere when chaos seems to be taking over.

FITNESS

The REME soldier didn't need to be athletic or able to achieve any particular time for a five kilometre run in PT gear. What he did need and which does come partly from a reasonable level of physical fitness is stamina. Fatigue was a constant companion especially in the training phase. Attitude, drive, willingness and fitness provide the stamina required. It is not always the classic regimental soldier or athlete who comes up with the goods when the pressure is on and there is a real chance of being killed.

SAFETY

Training accidents are inevitable as are motor vehicle accidents when considering such a huge military undertaking. Soldiers were killed and maimed in avoidable accidents after the ground offensive. Mines, booby traps, unexploded ordnance and vehicle accidents are examples. It may seem ironic to talk about safety in a war zone but the blasé attitude of 'we're at war' affected everyone to some degree.

MORALE

The value of maintaining the morale of servicemen and their families cannot be over estimated. The propaganda battle was won by the allies. Family support from unit rear parties and Army welfare organisations meant that soldiers could concentrate on the job at hand. Mail and canteen supplies were probably taken as seriously by commanders as the availability of artillery and tank ammunition. Food parcels and mail from family and friends as well as unsolicited mail from the UK (by the truck load) helped to keep morale high.

CONCLUSION

Maintenance and recovery support had a very high profile in the British contributions to the war. It is very difficult to conduct mobile operations (especially with tanks and armoured infantry) over long distances unless EME support is effective. The Generals weren't too concerned about running out of supplies — they were concerned about running out of power packs though. My time spent on active service with the British Army was exciting, challenging, rewarding, tedious and boring — with everything that goes between. Three months in the Middle East were intensive for me and traumatic for my family.

The experience was much like participating in one huge exercise with extra realism. My training and Australian Army background prepared me well for the experience. The REME soldier is so much like his RAEME counterpart it is uncanny!

I am grateful to the officers and soldiers I served with for their hard work, friendship and support — especially CAPT Mark Munday and WO2 Mick Fishwick and the men of FRG 6 and MRG 11.



LT Anthony McWatters, RAEME and CAPT Mark Munday, REME at Black Adder Camp, AlJubail, Saudi Arabia - 7 Jan 91. Mark was OC FRG 6, Anthony was his 2IC.

RAEME CORPS SHOP

The charter of the Corps Shop is to provide for members of the Corps an outlet for items and memorabilia, pertaining to the Corps not readily available at Clothing Stores and other service outlets. All profits from the Corps Shop are for use by the Corps fund as directed by the Corps Committee. It is interesting to note that each year the fund awards various prizes to members of the Corps to the value of approximately \$3000.00. For any organisation to remain profitable it must cater to the needs of its customers; to this end, in addition to the traditional items stocked, the shop now carries new items which includes Aust Cam singlets, T-shirts and keppie caps at competitive prices. A high quality tracksuit in RAEME colours is now available for \$44.00 in either sloppy joe or zip top. Plastic A4 and A5 folders are now available, along with viewee tooee complete with Aust Cam covers.

Next year being the Corps Golden Jubilee will see increased demand for the souvenir type items that go with such an event. Any suggestions would be most welcome.

Orders may be placed by either phoning (060) 55 2192, (060) 55 2215 or by signal to EMESCHOOL BANDIANA for Corps Shop. Payment should be made by cheque or quoting a current Bankcard/Mastercard or Visa number.

STOP PRESS

The Corps Shop now has **BANKCARD, MASTERCARD AND VISA FACILITIES** available for customer convenience. This should simplify intending transactions for you the customer. For further information ring your Corps Shop!

RAEME CORPS FUND PRICE LIST

As at 1st October, 1991

ITEM	SELLING PRICE
Track Suits (Henderson)	\$44.00

Track Suit (Attack Sports)	\$70.00
Singlet Corps	\$14.00
T-Shirt Corps	\$17.00
Badge Free Standing	\$38.00
Port Crocks	\$ TBA
Badge Metal RAEME	\$12.30
RAEME Plaque	\$26.80
Tri-Colour Plaque	
Motif Loose	\$2.70
Motif Full	\$3.40
Badge Stick Pin	\$4.00
Tie Tac Lapel	\$3.70
Tie Bar Trimmed	\$4.20
Tie Bar Full	\$4.60
Cuff Links	\$7.30
Marcasite Brooch	\$33.00
Badge Cloth Pocket	\$10.00
Tie Badge and Stripe	\$14.00
Tie Stripe Only	\$11.00
Stable Belt	\$13.30
Glass Sherry	\$5.50
	(Set \$30.00)
Glass Wine	\$6.50
	(Set \$36.00)
Glass Groovey	\$5.00
	(Set \$24.90)
Glass Tankard	\$4.30
	(Set \$30.00)
Writing Pad	\$5.00
Stationery A4 Folded	\$4.00
Stationery A4 Sheets	\$4.00
Stationery Notepaper	\$3.60
Envelopes 22cm x 11.4 cm	\$3.30
Envelopes 16cm x 11.4cm	\$3.80
Flag Logos	\$6.50
Decals	\$ TBA
Corps AFV Print	\$4.50
Corps Banner Print	\$4.50
Xmas Card with Envelope	\$0.60
Commemorative Cover (No stamp)	\$0.90
Stamped Commemorative Cover	\$1.40
Banner Parade Video	\$20.00
Trouser Belt	\$5.00
Desk Set Pen Single	\$28.50
Desk Set Pen Double	\$29.00
Desk Set Pen Large	\$33.50
Corps Key Ring	\$7.00
Keppie Cap	\$7.00
Cam T-Shirt	\$11.00

Cam Singlet	\$10.00
A4 Folder	\$11.50
A5 Folder	\$7.50
Viewee Tooee	\$5.00
Coasters	\$2.50
	(Set \$14.00)
Viewee Tooee Cam Cover	\$7.00
Corps AFV and Banner Prints may be purchased as set for	\$8.00



EX-APPRENTICE'S STAFF WORKSHOP - BALCOMBE - BONEGILLA

The Army College of TAFE (Ex Army Apprentices School) is planning the formation of a memorial avenue of trees throughout Latchford Barracks.

A reunion and plinth laying ceremony will eventually be conducted, involving all interested past apprentices and staff, designating individual trees to each graduation class of apprentices and era of staff.

We therefore wish to contact the widest possible field of past students and staff. We are interested in hearing from all those still serving as well as past members.

Any information; i.e. names and last known addresses, of any past members and staff, is also desired so that contact can be made for their inclusion in activities.

Please forward your expressions of interest and include your Regt No, Initials, Surname, Graduation date and Class No. to

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THE CHRONICLES OF RAEME

From The Corps Museum

(Of the founding of the Temple of Bull at Ba-Han-Diana and the manner of its use by the men of RAEME)

Now it came to pass in the days of Rearm-Ament, which were before the War of Liberation, that the King took counsel with his ministers. And one of them which was Horeb-Elisha, arose and spoke, saying, "Lo, let us send forth builders into the wilderness, to seek out a remote place; and there we will build a temple unto Bull, whom all warriors worship, that they may bow down before him, and serve him, and make offering also to Blanco and Brasso which are his prophets." So they went forth and found a desolate place where no man cometh nigh, over against Bar-Kham where stood already a small shrine which was dedicated unto Bull; and this was a sign before all men that the name of Bull should be great in these parts. And they build the temple, Ba-Han-Diana and called its name Trainus Centus which, being interpreted, meaneth House of Suffering.

Then they came unto the King and his ministers, saying, "Behold, we have builded this place as it was commanded unto us; what now shall we do with it?" And the king was moved to tell them, but he forbore, for he was a godly king, and righteous. But he said unto them, rather, "Let it be for the tribe of RAEME that are the followers of the warriors and the men of battle. For when the tribes of INF and ARMD and ARTY go forth into battle, then shall the men of RAEME follow after them; and if the wheel cometh off the chariot, lo! they shall put it on again. Yea, with nails and string they shall make it whole, and with many hammers they mend it."

But the ministers arose and spoke, saying, "Behold, now, the men of the tribe of RAEME are many and we fear that they cannot be numbered together all in one place. Tell us, therefore, O King, how we shall divide them so that some may dwell in softness in Trainus Centus, and some shall labour in distant lands and go forth into the heat of battle."

So the king pondered awhile and after a little he again spoke, saying, "Lo, this temple shall be as a school and a place of learning unto the men of the tribe of RAEME whither they shall come for a little while to sit at the feet of the Wise Ones, and learn of their wisdom, so that in due time they may go their ways learned in the lore of chariots, and of engines of brass and of steel."

But again the ministers lifted up their voices, saying unto the king, "Who then shall teach these mysteries to the men of

RAEME that already are the most skilled artificers in metal, and the most cunning workers in the land?" And the king made answer, "Know ye not that if any man can do a thing, then he doeth it, and his wages are his reward, even the princely wages of a warrior. But if he cannot do the thing, then in the Army he is set in authority to teach it, and all men bow down before his wisdom. Go ye forth, therefore, among the men of RAEME and seek out those that are bowed with years, or are infirm or sick or lame. Moreover, some ye shall find who grow faint when the noise of battle draweth nigh. Seek ye also for them, and likewise for those who have two left hands, so that they break always the tool with which they labour. All these therefore, ye shall gather together to teach the men of RAEME and they shall dwell forever in the Trainus Centus and it shall be a refuge unto them to the end of their days. Soft shall be their beds, and rich their fare, and they shall know no sorrow nor tribulations; the alarm shall not rouse them by night, nor the failure by noonday; and men shall call them Perma Nents Taff, which is to say, Most Blessed People. But they that sit at their feet to learn their wisdom shall know neither rest nor comfort. For by day they shall labour, each under his teacher, and in the evenings they shall gather to learn from his neighbour. Likewise by night they shall be set as guards and sentinels, lest per adventure by sleeping they should mar the floors of the Centus which are beautiful to behold. And they shall eat of husks, for doth not hunger sharpen the wits, so that they shall learn more quickly in readiness to go forth to the battle."

Then some among the king's ministers murmured among themselves, saying one to another, "This thing is not just, neither righteous." But he that was minister of the king's armies arose and quelled them, saying, "Wherefore prate ye of justice and righteousness? Know ye not that this is the Army of which ye speak? Moreover, which man among ye has not heard it said that unto him that hath, shall be given; but to him that hath not even that which he hath shall be taken away!" And they held their peace, for they had no answer.

Thus it came to pass that, in the fullness of time, the men of the tribe of RAEME were gathered together in the Temple of Bull at Ba-Han-Diana to be numbered and divided under their several captains.

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1992 Marks the 50th Anniversary of the Corps

Planning has been underway for some time on a number of events which should provide a national focus during the Corps Golden Jubilee Year. In order that 1992 becomes a year to remember for all past and presently serving personnel, and those with long standing affiliations with AEME and RAEME, it will be necessary for regional committees and associations to conduct supporting events to facilitate maximum participation.

This newsletter is intended to give early advice on the DGEME sponsored events in order that the regions can get on and plan for what should be a most memorable year.

Corps Commemorative Service

A commemorative service, in the form of a united drumhead service, will be held at the Australian War Memorial to commemorate 50 years of the Corps and as a memorial service to members of the Corps who have died as a result of service to their country. The date is not yet finalised. Planning is being conducted on the basis that our Colonel-in-Chief will attend the function as part of the visit by the Queen and Prince Phillip to Canberra during February/March 1992.

Corps History Release

"Craftsmen of the Australian Army - The Story of RAEME" will be launched once it is available from the publisher. At this stage it is planned to hold the launch at the Australian War Memorial due to the support and sponsorship provided by that organisation. As the publishing is unlikely to be finalised before the Royal Visit it is anticipated the CGS may be invited to launch the book.

50th Anniversary Parade

This event will take place in late October/early November 1992 and will be held at the RAEME Training Centre. The parade will be the highlight of a two day 'Back to Bandiana' which will include displays of equipment (new and old), tours of the training facilities of the Army College of TAFE and the RAEME Training Centre, museum tours, and a number of social activities. Parade participants will be drawn from all regions of Australia. Limited accommodation will be available for visitors, however those who intend to make the event a family affair should consider early hotel/motel bookings in the Albany/Wodonga area.

Corps Rugby Tour

RAEME has been invited to participate with sister Corps in a REME sponsored football carnival to be held in the United Kingdom in late September/early October 1992. The tour has been approved on a no cost to Army basis. As a result, considerable fund raising and sponsorship will be required to fund outfitting and travel expenses.

Promotional Activities

In order that the Golden Jubilee of RAEME is suitably recognised, a considerable advertising campaign will need to be implemented. A Corps 50th Anniversary Logo has been struck which will be used to promote the Golden Jubilee of the Corps.

The use of the logo is not permitted without prior DGEME approval. To date the following have been authorised:

- A4 size paper bearing the logo is being produced and will be distributed soon to major RAEME elements for external correspondence use.
- An advertising poster bearing the logo and a pictorial montage depicting Corps activities since formation is being produced with the assistance of Support Area Workshop Battalion. When released, the poster should be displayed in locations which will attract the attention of members of other units and Corps as well as civilian organisations who have affiliations with RAEME.
- The Golden Jubilee Corps Port, which will be arranged by RAEME Training Centre.
- Authority to use the logo on Tee-shirts and other forms of clothing has been passed to the management of the Corps Rugby team. This has been done as the sale of sports gear bearing the logo will be used to generate funds for the Rugby tour. Further advice on Clothing sales will be forthcoming from the team management in the near future. "By the way, did you know the Chairman of the RAEME Rugby Union is LTCOL Brian 'Buck' Jones."

Advertising

Whilst the national media, the 'Army' newspaper, the RAEME Craftsman and the Liaison Letter will be used to promote events such as the Jubilee parade, the success of our Golden Jubilee Year will greatly depend upon how well it is sold within the regions - particularly to the plethora of non-RAEME units which now have the majority of Corps personnel among their unit members.

LET'S ALL DO OUR BIT

Appointments

Some of the key personnel involved in the Jubilee Year activities are:

Corps Executive Officer	LTCOL Errol Craig (06) 265 5619
Golden Jubilee Coordinator	SO1 Tech Doctrine (06) 266 3076
Golden Jubilee Assistant Coordinator	SGT Glen Rieschick (06) 266 4084
Commemorative Service Project Officer	MAJ Ian Thomas (06) 265 5617
Anniversary Parade Project Officer	MAJ Geoff May (060) 55 2617
Anniversary parade Project Assistant	WO1 Geoff Lowe, RSM (060) 55 2640
RAEME Rugby Union Chairman	LTCOL Brian Jones (06) 265 2019

OPERATION CIVIL WRECK

13-14 JULY 1991

by **LT CRAIG CHATTERTON** 107 Field Workshop

What happens when people steal cars, strip them, set fire to some of them and run them off the edge of a cliff? As we all know times are tough and to clean up this mess could be an expensive task!

These are some of the thoughts that went through Wayne Matthews' head. Wayne is a Member of Parliament for the Bright Electorate in South Australia. When the local council was quoted \$1500 per car for the recovery of some 15 car wrecks on the foreshore at Hallett Cove, south of Adelaide, Wayne called on the Army for support.

The OC 107 Field Workshop, Major Kent Brown received the request from the CO Adelaide Logistic Battalion who was unable to assist. The Platoon Commander of Recovery Platoon, Lieutenant Craig Chatterton was duly summoned to the boss's office one Tuesday night with the boss saying ... "I've got a little clean up job for you."

On doing the recce, it was obvious that we would have our work cut out for us. Many of the wrecks were scattered up and down the foreshore.

A 5-man team for each day was assembled and with 110 Land Rover, Twin boom, 2 Mack wreckers and tilt bed in tow, the task commenced early Saturday morning.

Within 45 minutes the first wreck was making its return journey from the bottom of the 80 foot cliff where it was



Left to right: Cpl Tony Dayman, Sgt Geoff Parker, Cpl Marc Riches, Lt Craig Chatterton and Lcpl David Renshaw



Left to right: Lt Craig Chatterton, Sgt Geoff Parker, Cfn Glen Altus, Cpl Marc Riches and Cpl Peter Reynolds

whisked away by Noarlunga Council staff using an articulated front end loader and tip truck.

The task continued, with visits from the OC, the media and numerous onlookers. The tally for the first day was 7 wrecks.

Bright and early Sunday morning the task recommenced. Sunday's task required the FRT to move from location to location up and down the coast. This

provided some valuable training in moving from one casualty area to another in quick time to achieve the desired result.

Sunday allowed the team to work more efficiently without the throng of onlookers or media and by day's end, the team had recovered 6 vehicles bringing the total to 13 for the weekend.

The FRT's were staffed by the following personnel: Lt Craig Chatterton, Sgt Geoff Parker, Cpl Tony Dayman, Cpl Peter Reynolds, Cpl Marc Riches, LCPL David Renshaw and CFN Glen Altus.

The exercise was valuable in many ways: Realistic recovery training, media exposure which may benefit recruiting, and a chance to beautify and assist in the environmental management of the area. It was also an opportunity for citizens to observe its Army in action.

107 has had the opportunity to complete civilian tasks like this in the past and can only hope that there are more to come.



Left to right: Lcpl David Renshaw and Cpl Tony Dayman

RED NOSED RAPPELLING

10 TML REGT WKSP ADVENTURE TRAINING

by Cpl G.W. STAFFORD

On the 29-30 August 1991 the WKSP held EX SPIDERMAN REVENGE

Since MOST of the WKSP had been taught to rappel last year the boss, CAPT G.P. WALTERS and the ASM WO2 W.N. "I'll climb anything" PHILP decided on something a little more adventurous!!! Thursday morning we were bundled into MOGS and sent to 1 COMMANDO COMPANY to pick up the equipment. Then under the guidance of the 1 CDO COY instructor CAPT D. LITTAME we headed to the cliffs surrounding 35 WTR TPT SQN. After a couple of descents each we were again confident, all be it short lived.

Once again into the MOGS and after a very slow trip across town we finally arrived at the NSW FIRE FIGHTING COLLEGE in Alexandria. Upon alighting from the vehicles we were confronted by a very very tall training tower which upon sighting a certain crafty exclaimed, "@#\$%&@!"! Once at the top of the tower the crafty's comment was repeated by several other members as they crept towards the edge for a stomach turning peek. An added obstacle was a 6 inch rail that was bolted to the retaining wall. Several WKSP members had great difficulty getting over this rail. SGT "Eddie" EDWARDS left leg refused to make the leap, but several volunteers came forward to help him off the tower. This tower sorted out the men from the not so manly with several members deciding that discretion was the better part of valour. Maybe they were saving themselves for the big one.

THE SYDNEY HARBOUR BRIDGE

Friday morning it was blowing an absolute gale and at the water's edge it was even stronger. All confidence disintegrated. So up in the lift we went and once at our drop point we suited up. After threading our way through pylons and climbing up and down ladders we lined up along a long narrow walkway suspended in free space and attached our ropes to a metal girder that was about 128 inches wide. Whilst moving out across this girder and hanging onto a flimsy rail for dear life, a cheeky old bridge worker said "Don't worry young fella only 28 people have died falling off here". Well that's all I needed to hear. I did a quick mental calculation there were forty of us and if one more train goes by overhead the total could be 68 not 28. Well it was blowing a gale at ground level, but up here it was ridiculous. Suddenly rappelling seemed safer than clinging onto this bridge. At least when rappelling you had a rope.

Now it was do or die time so on with the red noses, seeing it was RED NOSE DAY, then hook up and out into the breeze. Some breeze! Below us a crowd was



CFN Davis (left) and Capt Littame watch CFN Street Carabiner down southern pylon, Sydney Harbour Bridge.

gathering, partly due to us and partly due to a car parade that was preparing to go through town to raise money. We added a bit of dangerous entertainment to the day's schedule of activities. Onlookers asked the usual questions. "Was it dangerous"? "Was it scary"? Our tongue in cheek answer. "No. Not for us". An unofficial world record for the most jumps in a set period was attempted by CPL "Blue" NAYLOR. The amount must have been about 520 something. That afternoon you just couldn't drag him away. It was a major case of bridgemia.

One of the less enthusiastic craftys, "Wak" WEILEY, was talked into having a go and he made a slow but steady descent. All in all it was a very exciting and enjoyable RED NOSE DAY. All the boys had plenty of attempts and I'm sure are a lot more confident with rappelling and heights. RED NOSED RAPPELLING was a great success, but the boys were very

happy to be on terror-firma again. What do we do next year?!!!



Cpl Wood contemplates life as Sgt Berry cracks a joke at Cpl Wood's expense at the Training Tower at NSW Fire Brigade College at Alexandria.

I arrived on the scene at 8/9 RAR around 6 July '89 to be met by

SGT CHARLIE MOIR
CPL DICK SUTTON
CPL STEVE NADAVARI
CPL MICK CLEARY
CFN HARRY HAY
CFN BILL O'MEARA
CFN BEN LACEY
CFN LEE BLOOM
CFN ZIGGA STREETER
CFN RUDI MUELLER
CFN TERRY JONES

and began immediately getting ready for Skippy. During the preps we lost Harry on promotion to HQ 3 BDE (the bugger).

All prepared we were off on Skippy, all the way across Australia to the small town of Kununurra. The Battalion's area of responsibility was down to Lake Argyle, up to Wyndham, and across to the NT Border. We were also given twenty 6x6 Landrovers for trial.

Somehow we were put on a vacant block, owned by Telecom, next to the "Kununurra Speedway". Immediately the Boy's set out to get a car to enter. Finally a 318 Charger was donated by an unknown from the town. Thanks went to Smithy from DPR1 for doing "a deal" for us. After minor works and a new paint job, using stencil paint, the car was ready for the big night. It was entered with everyone registered to have a drive. It was only fair that Smithy went first as he made it all possible. Out on the track in first gear he went and that's as far as it went, 3 laps down and a big end went, he never got out of first. So ended our night at the speedway.

Problems with the 6x6's mounted up until finally we had four 6x6's out for repairs along with the four 110s side by side. I decided to open my own car yard. With prices on the windscreens and a fairly heavy advertising campaign we got started, (that is until the QM thought it in bad taste and put an end to our sale).

The vehicles back on the road, we had nothing left to do so we set about digging our own pool. Rather a decent job in the end and lots of fun until hygiene put a stop to it unless we could get a filter and

MICK VERSUS 8/9 RAR

by MICK SHIRLEY

cleaning gear.

Finally, just before we came home, we had to do a quick trip to Lake Argyle for a good swim and to increase the profits of the local pub by 300%.

Early in the New Year we lost Dick Sutton to 106 FD WKSP. Mick (Sully) O'Sullivan was to take his place but where was he? The BUGGER was bludging in Malaysia with 6 RAR. I had to take the heat for three months. Thanks for the HDA Mick.

Mick made it back OK and things started changing for the better. Then came WO2 Jack McHugh for the loss of Charlie Moir.

rank in the unit.

Meanwhile the Battalion had decided to do a full live firing exercise. So, intrepidly we moved to Shoalwater Bay. All went well until Bill and myself had to go to the Battalion Front. We drove up to their position until we could see them. Noticing no sentry we thought it a bit strange so we stopped moving forward. Lucky for us! As they were just about to open up immediately to our front. It took some time for our nerves to settle down again.

Back home again and news came through that one mech and a fitter were to join "C" Coy to go to PNG as a Training Team. Bill and Zigga were the lucky recipients. Things must have been good up there as Bill brought his "WIFE TO BE" back with him.

In September Rudi and myself scored ourselves a trip to Malaysia, leaving 8/9 TSSU very under staffed. Somehow they managed.

Into the New Year, again it was posting time. It was Goodbye to Ben Lacey — going to the Airframe Stream, Lee Bloom — off to Darwin, and Nads — changing to the Airforce.

To take their places were CPL Wilber Corte and CFN Bensted, who immediately went to PNG for 6 months. Also CFN Simpson, CFN Darren Bracey, and CFN Warren Hoskings.

I'm finally out of here in February. I'm off to 18FD. But I leave behind a Unit with a possible six or seven overseas trips this year — ENGLAND & GERMANY, HAWAII, PNG, MALAYSIA, HONG KONG, and rumours have it possibly BRUNEI or CAMBODIA.

Before I go I would like to give thanks on behalf of myself and all at 8/9 RAR TSSU to all the Units in the Enoggera area for their help, in particular 106 FD WKSP, 11 & 6 FD SUP Units, all the guys

of 8/9 RAR and the Guys of TECH SPT itself.

I would like also to wish good luck to Jack (the ASM), who retires this year, and to each of the TECH SPT past and present in their future jobs.



With a WO2 in the unit it gave us a lot more pull. Things really started happening with a face lift for the workshop first to be approved.

Somewhere around that time Bill O'Meara was made up to LCPL. More

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BP Variety Club Bash of WA

Written by CFN ROD GRAY

A bash for the bashers, and a chance for some members of the Army to contribute their skills to help out the less privileged kids of WA.

This year's bash involved 16 Army members, ranging from storemen, photographers to Mechanics, from different units throughout the 5 MD area.

We had a month to prepare for the bash, which for most of us was our first. We met on weekends, spoke on the phone, made arrangements at work, scrutineered cars until the 3rd of August and it all began. We kicked off from Hilary's boat harbour at 8.00am with a total of 53 cars to contend with. Every car is pre 1965 with EH Holdens and AP5 Valiants the most popular, but the oldest car in the field was a 1934 Studebaker which was a real crowd favourite. There were Mercs, a Volvo, Fords a Peugeot, Chevys, a Rover, a Jag and even an old Bedford Fire Truck that was still operational.

The officials split the start times by one minute to give the cars a chance to get a little space between each of them but this was to no avail as Police were pulling them all up about 2kms up the road. It wasn't a bash organised stop but instead was arranged by the crew in the fire truck. From the whole trick they raised \$1,500 in fines which was a great start for the fire truck crew but this was soon to backfire.

All the cars got rolling again heading for our first night's location of Yuin Station. Along the way cars were stopping at towns to entertain the locals and distribute giveaways to the kids. They didn't just limit their stops to towns. You'd be just cruising along and then there would be cars pulled up on the side of the road everywhere with the cheese and bikkies out having a party, so being friendly and conscientious sort of people that we are, you just have to stop and mingle in. They had champagne, wine, port and any other drink you could think of. For some of these bashers it was going to be a long long trip.

For the whole trip the officials arranged some really great tricks to help remove some money from the bashers pockets and into the kitty for the kids. Day ones' first trick included driving through some witches hats blindfolded with your crew directing you. They had cars going everywhere. "Thank God I'm not a witches hat".

After that we proceeded on to Camamah for lunch with the locals at the local footy ground. Here we had our first break down. Car 39, the black Jaguar's CB wasn't working. They couldn't hear anyone or talk to anyone. Upon inspection the fault was found. Everybody else had a VHF set they had a UHF set. Good one Car 39. We had lunch and pulled out on our way to the next arranged trick, which was at the Irwin River crossing (380 kms from

Sorrento). Here the officials had set up a golf tee on top of a lookout, with the green down near the river bed. The wind was blowing at about 50 knots and the safest place to be would have been on the green. There were to be no holes in one today.

After this we left for Yuln with only a few quick stops in between as it was still 140 kms to go. We arrived in at 5.00 and set up our workshop in the station's machinery shed. We worked till 11.00 that night doing repairs to keep the bashers on the road. We missed all of the activities this night which included horse races and the nightly fine session. It was during this the fire truck crew were fined the \$1,500 they collected for tricking the officials. Life's tough!!!

Day two started at 5.30 with more repairs and a late breakfast

ready for the start at 8.00am. Today we travel to Gascoyne Junction, a total of 450 kms of dirt road. Yah hoo!! The support crew had four wheel drives supplied by Budget and the roads were rough enough for us, let alone for the bashers in pre 65 cars. 60 kms down the road we arrived at our first trick for the day at Billinoo Bridge on the Murchison River. Here a basher from each car had to sit on the bonnett and read a poem to the troll and trollop on the bridge. If the poem was good enough they were let through to proceed to Bilung Creek (200 kms



Paul Malone, Variety Bash August, 91

down the road) for lunch and their next trick.

Here to get your lunch you had to travel across the river on a flying fox run by our own Warren Higgins and Pommy Pearson. The problem was it was impossible to get across without getting wet. Lucky they had an army ration pack to eat if they weren't keen on getting wet.

After lunch we left for a special section which is a timed section over a certain distance with points being awarded to the fastest. These sections are normally pretty rough and it's where we had most of our breakdowns. During this stage myself and Wal Walters (Wksp OC) rigged up our own trick and raised nearly \$400 for the kids and tricked the bashers at the same time, so that was great.

At the end of the section the bashers got a real treat. We had two guys Swampy Fuller and Carl Tonks in an Army Hiace dressed up as an icecream van, selling icecreams. That went over real well with the bashers and for the rest of the trip you never knew when you would see the icecream men.

After the icecreams, we headed off a further 130kms to Gascoyne Junction where the locals were putting on a show for the

BP VARIETY CLUB BASH OF WA CONTINUED

bashers. We worked till about 11.00pm so we missed the show again, but from what we heard the local folk were fantastic. We also had one of the Army guys Cameron Jamieson sing at the show. The crowd loved him so much he was nicknamed by Mal Brown, Jason Donovan, which caught on with all the bashers for the rest of the bash.

From Gascoyne Junction we headed off to Exmouth which was 510 kms away so it would be a long day. First stop was 60 kms down the track at the Kennedy Ranges where car 54 The Duck Busters didn't see the corner sign and missed it completely and went bush. Lucky the old Gigantic Hurst is built like a tank and was unscathed. It was noticed that this car seemed to prefer the bush to the roads provided throughout the entire bash. We had a few problems during the morning stage but all cars finally reached the lunch break at Williambury homestead, 160 kms from Gascoyne Junction. Lunch here was fabulous which was the norm for the whole trip.

Next stage, Williambury to Exmouth, distance 350kms, the worst stage of all. 40kms into this we started another special section which was really rough. Car 54, the Duck Buster, lost his exhaust and brakes, Car 39 the Jag dropped a roller arm bolt (no steering), Car 69 the 96 FM surf machine only had one gear and had to retreat to Carnarvon for help, and Car 48 the old Peugeot had to be towed in. And this is just to name a few.

With all these problems we didn't reach our afternoon tea stop at Mia Mia Homestead till 6.00 (still 210 kms till Exmouth). After scones and cream and a cuppa we pulled out and tried to catch the rest of the bashers, which didn't occur until 90 kms from Exmouth where all the bashers were stopped socialising in a creek bed on the side of the road. The officials had set up a trick here called Witches and Warlocks and they boiled up some disgusting concoction which everybody had to try. "Big mistake"!!! I've never

been the same since. After an hour or so here everybody headed to Pot Shot Resort in Exmouth for a well earned evening meal. Due to a rest day tomorrow no work was done tonight. We mixed with the bashers till everybody called it a night (about 3.00am).

Day four, the rest day for bashers. Some went fishing, some went sightseeing, some went collecting donations and some never left the bar. For us it was a chance to catch up on the outstanding work which lasted all day. Can you believe that — a day in Exmouth and we didn't even go fishing. "Sacrilege". That night Peter Dee and Kevin "Bloody" Wilson put on a show that was fantastic. Peter Dee is one of the funniest comedians I have ever

seen. After that Marlon B. Brando and a few others sang some songs and then the night was our own. "Say no more"!!!

Day five and we had to say farewell to the Pot Shot Hotel Resort (what a shame) and begin the next stage of 540 kms to Carnarvon. *Small note - Car 69 had rejoined the bash (no casualties so far).

We are following the coast now with most of the driving on bitumen, so hopefully not too many more break-downs. It's a very scenic day's driving with our first photographer's dream 30kms out of Exmouth. With canyon

after canyon and the morning sun beaming off the rock faces — it made for a great spectacle to start the day. Moving on another 110 kms we reached our first trick for the day at Coral Bay. Here bashers got to meet king Capricorn and his lovely beach assistants of which our very own Vicki Robinson (5 MD PR Rep) was one. The bashers were so impressed by the lovely beach beauties that over \$6400 was raised on this single trick. "Well done girls"!

Next stop? "Boologooro" (try pronouncing that) station for a bush tucker lunch. On the way bashers picked up a copy of Issue No 1 of the 'Bash Bugle', a paper full of bash stories and feats and some great discount vouchers. It's a pity they weren't valid in Western Australia.

After lunch it's through to Carnarvon with a few scenic drives on the way. All bashers had to be in by 6.00pm ready for the evening's entertainment at "Munros" banana plantation. Special guests for tonight's entertainment included, Paul Cheating, Brenda Brush, King Capricorn and the President of the Capricorn republic.



Monkey Mia Entertainment Night, Variety Bash August 91.

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BP VARIETY CLUB BASH OF WA CONTINUED

During the night, armed with M16s and plenty of bananas we conducted a coup led by our faithful leader CAPT Bastardio (alias CAPT Mike Hanlon) and overthrew the leaders and handed Capricornia back to the people. It was a huge success and no doubt the people of Capricornia will be forever in our debt. "Well done Army".

Day six we said goodbye to the freed Capricornians with a banana breakfast and headed south west 315 kms to Monkey Mia, "the home of the dolphins". A nice short day so everybody was expected in early.

We had very few problems on the morning stage except an Official bogged his four wheel drive and had to be towed out by a tractor. We thought this was funny until after lunch and a tour of the old Boologoda Telegraph Station and the stromatolites we did the same. Expertly driven by Paul "Pops, there's a wet spot" Malone, we bogged her down to the axles. Car 9, the RAC entry tried to pull us out but failed. "So much for RAC".

We were finally pulled out by an official 4 WD but not before plenty of harassment from the bashers. We got going again and arrived in Monkey Mia at about 5.00 ready for the self entertainment concert performed by the bashers. They also had a Miss Monkey Mia Quest which our entry Carl "Carla" Tonks won easily. "I will never look at lingerie in the same light ever again". For the self entertainment night Pops Malone and myself had written a song and the whole Army support crew got on stage to perform it. We received a standing ovation from the bashers and the rumour is it will be used as the official bash song for WA in the coming years. "Another successful night".

Day seven, one to go, 383 kms, Monkey Mia to Kalbarri. Once again an easy short day was expected but this was not to be the case. After lunch at Murchison River it was learnt that Car 102, the

Aussie FJ had thrown an axle 180kms from home. Mobile Wksp 2 (myself and Pops) went to Kalbarri and retrieved a new axle but in the meantime Mobile Wksp 3 (Wayne Robertson and Mark Keft) had repaired the FJ and were on their way. We met them 130 kms till home and followed them back in. Also today we lost our first car, Car 77, BBQ Bazaar which was towed to Geraldton by Jim McArthur (5 MD Photographer) with the Army PR Landrover. "Bad luck boys". A quiet night was had by all tonight ready for the final run to Geraldton.

Saturday 10th August 1992, day eight, the final day of the bash. We only have to travel 150 kms today ready for the street parade at 11.00. With 2,740 kms down and 70 kms to go the black Jag, Car 39 popped a spring and was unrepairable. We borrowed a car trailer and towed it to Geraldton but we missed the street parade by about half a hour. So after 2,810 kms every car made it over the finish line which is a great effort from cars over 25 years old.

To end the bash a presentation night was held in a large warehouse kindly decorated by the Geraldton locals and Army reservists. Best bashers, best tricks, most money raised and many other awards were presented to the bashers but they had already received their awards knowing they had raised over \$440,000 for the kids of WA which also beat last year's record. "Great effort guys".

On Sunday we left the bashers to fend for themselves and once we had cleaned up the warehouse we headed for Perth. On the way our Budget rent a truck used for baggage etc by our baggage personnel (Fred Payne, Warren Huggins, Chris Pearson, Neil Wilson and Marjorie Marshal) threw a clutch and had to be towed home by a Unimog. The last vehicle arrived in Perth at about 11.00 that night to finish the Army involvement to the Variety Club Bash for 1991.

On behalf of all the Army members I would like to thank all the bashers and bash officials for a fabulous week.

SEE YOU NEXT YEAR.



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Exercise "Termite Spray 91"

by CPL G Naylor

10 Terminal Regt WKSP deployed as support for 10 TML REGT's LOTS EX Termite Spray 91 (02 - 27 MAY 91) on the Beecroft Peninsula area.

For Workshops the exercise started at the beginning of May after last minute rushes and loading of the "Arctic Sirius".

Everyone eventually arrived (courtesy of CPL "Bing" Lee's route card) at the Beecroft Peninsula area southeast of Nowra, in the Jervis Bay training area.

Even the Elec Rover made it, proving the fact that transfer cases do run without oil thanks to a couple of Appies, Jason Owens and Shane Durdin.

As per SOPs for any exercise, we arrived at dusk with the rain making itself well known. After a couple of debates on just how to erect the MRG tent CPL Martin Nobbs drew the short straw. Speaking of tents you actually have 2 inches more area if you go up one extra level, we checked this 2 or 3 times, EH SIR?

The first few days at any venue is always a time for familiarization of the area, but on at least two occasions a cut lunch and compass were required as CPL Grant Sewell proved one evening on return from mess. Being one of only a couple with a torch, he led the boys via Melbourne to find the Unimog. On another occasion CFN Paul Sukroo gave a really good guided tour of 30 TML's ring road for an hour whilst trying to exit with the boys in the back saying, "There it IS!".

Not to forget CFN Vince Ruffino and CFN Gavin Senior's afternoon tour to Honeymoon Bay to "fill sandbags" whilst the nearest beach was only 5 mins away not 3 hours.

The situation was as normal as it can be for the first part of the exercise with lessons on Ratel etc. A little variety was provided with self recovery in which LCPL "WAK" Walker excelled himself, after releasing the handbrake on the Mack. A lesson on the use of a chainsaw (how to upset the Greenies) proved quite advantageous for SGT



CFN Shane Durdin

an ice skating rink.

As the end came near the rain subsided. Roads dried up.



CFN Dean Goninan

ourselves. We were also reacquainted with our wives, girlfriends, families and of course city traffic ...

Mark Edwards but disadvantageous for the road block.

The possible highlight of the exercise (apart from the trip home) was the ride on the Blackhawk, as anyone can tell you who has experienced it, if you're unsure ask the ASM, his smile has only just worn off.

The timing of 24hr OPs and the rain again, became so close that it was hard to distinguish which one was ordered first. Road conditions slowly deteriorated and caused work conditions to sometimes become very trying, which most people overcame completing tasks and FRTs (though cold and wet). Even the KVAs were up and running after the KIWs were shown how to start them. We had the usual EMEFIXs like: No lights = turn switch to normal not reduced; Fuel problems = Yeh ! No fuel; Sticking solenoid = Flat battery, however they were all fixed with your typical RAEME smile and enthusiasm.

Road conditions deteriorated so much that people were discussing "Are we going to get out of here?" CFN Gavin Senior and CFN Shane Durdin tried valiantly but only succeeded in turning the GE Weld Rover into a turtle on its back after trying to negotiate a "T" intersection which was like

People became happier. The Boss thought we were so happy in fact that we could do a night Navex (minus compasses). The only big problem was that you did your RECCE at low tide, didn't you SIR?

Many thanks to the Recovery Mechs from 2 Recov Pl detached to us for the exercise. Bing really needed the company.

I'm still not quite sure who won the Seniors' fishing competition. They didn't run out of sinkers, maybe oxy and acetylene trying to make them though.

We returned to Sydney on the 27th to thaw out and dry

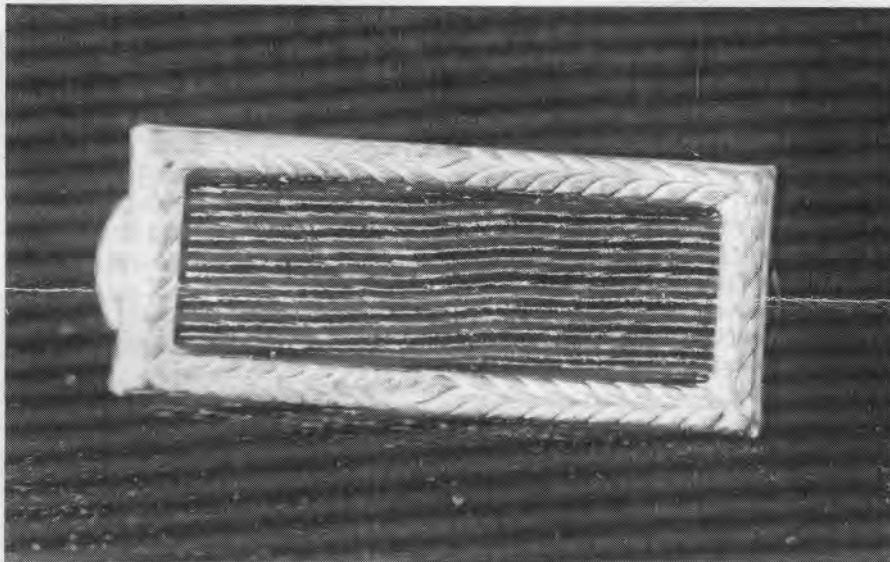
Award of US "Meritorious Unit Commendation"

by LT COL T.I. HEESOM (RL)

Some 25 years after service in Vietnam, units comprising the 1 RAR Battalion Group have been awarded the United States "Meritorious Unit Commendation". EME Elements on strength with the Group included the First Australian Logistic Support Company Workshop Detachment (1 ALSC Wksp Det RAEME) together with RAEME Attached to 1 RAR, 1 APC Troop (4/19 PWLH), 105 Field Battery, 161 Recce Flight and 3 Field Troop.

The citation, accepted and approved by the Australian government, was presented at a special ceremonial parade at 1 RAR lines in Townsville on the Fourth of July 91 during the twenty fifth reunion of the International Society of 173D Airborne Brigade (Separate). Original members of the Group are entitled to wear the emblem of the commendation, a red rectangle with gold border, on the right breast.

For historical purposes, it may not be amiss to reiterate the involvement of the Corps in the early days of the Vietnam engagement and prior to the involvement of the Task Force at Nui Dat as it is not well known. In early 1965, the Australian Government decided to commit one infantry battalion with supporting arms and services to the conflict. In May 65, a force comprising 1 RAR, 1 APC Troop and 1 ALSC consisting a HQ and detachments of Engineers, Supply and Transport, Medical and Dental, Ordnance and EME departed Australia



on some three weeks notice. In August of 65, the force was augmented by a Recce Flight, an Artillery Battery, an Engineer Troop and additional logistic support personnel.

This Group served with the US 173D Airborne Brigade in a location NE of BIEN HOA Airbase on the southern edge of War Zone D during the period May 65 to May 66. Initial EME strength was 1 Officer and 33 Other Ranks increasing to 1 and 67 (incl 7 NZ) by late 65. In this period, EME provided first and second line support to both 1RAR Group and 173D Bde during some 20 combat

operations of battalion size or larger in such locations as War Zone D, the Iron Triangle, Ben Cat, Courtenay Plantation, Vo Dat, Phu Loi, Plain of Reeds, Bao Tri and the Ho Bo Woods.

The purpose of this article is two-fold. Initially, through the pages of our own Journal, to advise members of the Corps of this award; citations involving RAEME are fairly rare. However, of equal importance is that, according to the best information I have, personnel entitled to wear the emblem will not receive automatic advice of their entitlement from SCMA unless they are still serving. As the vast majority have been discharged and may not even be aware of the citation, I seek the assistance of readers to publicise the commendation in an effort to notify those soldiers who served at BIEN HOA during 1965/6.

RAEME personnel who believe they have an entitlement to the emblem should apply to the Soldier Career Management Agency, 360 St Kilda Road, Melbourne, Vic, 3004 referring to the US MUC and advising their full name, regimental number, unit name, dates of service in SVN and current postal address.

Finally, at the presentation ceremony and on a number of occasions since, I have been asked whether such a commendation from a foreign government had ever been received by a RAEME Unit in the past. I do not know the answer, possibly some learned Corps historian could enlighten me?



SYDNEY WORKSHOP COMPANY — RELOCATION “THE BIG MOVE!!”

by Sgt J.D. “Blue” RYNOTT

Past members of Sydney Workshop could undoubtedly tell you numerous stories about the workshop, however, one of the most common rumours seems to be ‘just when, will the workshops move?’ In 1960, Sydney Area workshop moved from Victoria Barracks to a new site at Kent Road, Mascot. A major reorganization of the Army in 1973, resulted in a change of name to the current Sydney Workshop Company. Another move, or even closure of the workshop have been notable topics of conversation for many years. These rumours became truths, when on the 31 July 1991 the keys to the new facility at Banksmeadow were received.

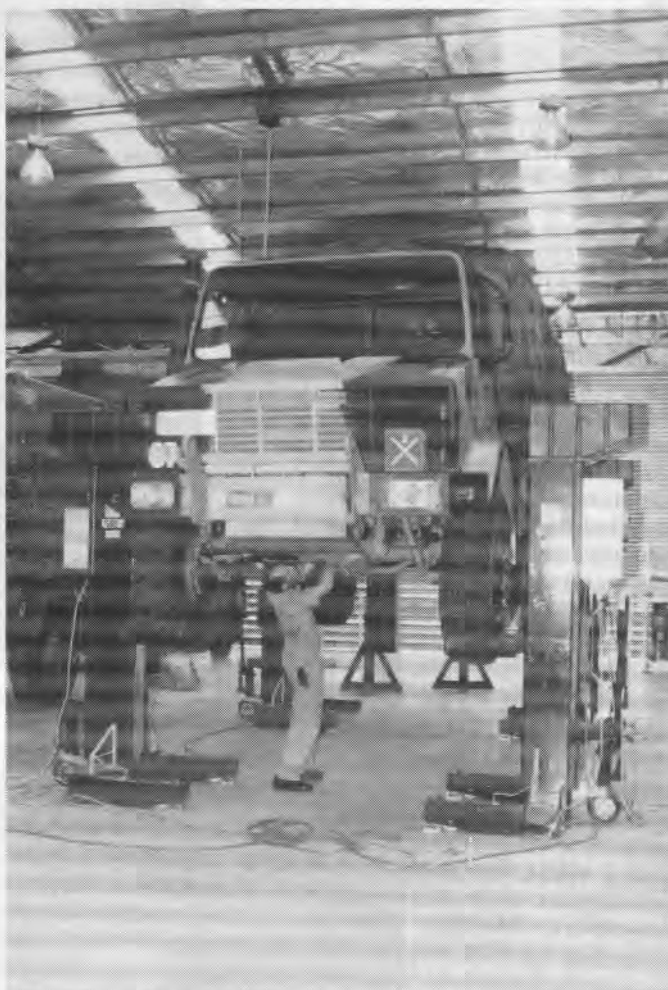
In 1987 QANTAS Airways Ltd, expressed a desire to obtain the site of Sydney Workshop Company, at Kent Road, Mascot to expand its Jet Engine Test Cell facility. Discussions between QANTAS and HQ 2MD saw the proposal put forward for the property and facility at Kent Road to be exchanged for a new property and purpose built facility elsewhere at no cost to the commonwealth.

During the period December 1987 to June 1989, the proposal was refined and the relevant approvals sought and gained. By February 1990 the Army and QANTAS were in a position to exchange contracts with the agreement of terms, final drawings and specifications completed. The contracts for the exchange of land at Mascot were finalised on 13 September 1990 which cleared the way for QANTAS to contract Leightons Construction to construct a new facility for Sydney Workshop Company.

The new workshop was designed with the aim of making the tradesman’s work easier and safer. This aim resulted in the installation of many new facilities. The automotive engineering section has overhead, retractable air reels above each bay to facilitate the use of air tools. There are also four overhead, retractable exhaust reels which fit onto the exhaust pipe of a vehicle to remove exhaust fumes from the workshop floor. In the event of a build up of fumes, sensors which detect carbon monoxide and oxides of nitrogen, will automatically engage four exhaust fans to remove the hazard. The Automotive Engineering section is also equipped with a full wheel alignment pit and a servicing pit and has the added capability to raise any vehicle, in any bay on the workshop floor, with the use of a mobile 30 tonne hoist.

In the General Engineering Section the carpenter’s shop is equipped with an overhead sawdust extraction system. In the spray painter’s shop, the spray booth is of the water wash type with two exhaust fans on top which draw air over the saturated surfaces and discharge vertically into the atmosphere.

There are two overhead cranes



within the main workshop area, one being a one tonne crane to serve the machine shop fitters area and the other a 3.2 tonne travelling crane which spans the central area and runs the full length of the main workshop.



Survey Support Section has an uninterruptible power supply which will supply continuous 240V AC to selected items within the survey support area in addition to the PABX system. This system consists of fully sealed 12V batteries which operate an inverter capable of supplying

SYDNEY WORKSHOP COMPANY - RELOCATION — CONTINUED

10 KVA in the event of a mains power failure. The survey support area also has a humidifier installed to ensure the relative humidity is maintained between 40% and 55%. The floor covering is made from anti-static material to protect sensitive semi-conductor devices which are present in many of the equipments which are repaired in the section.

A number of other facilities throughout the complex have also been upgraded. The canteen area is much larger than in the old workshop, which makes it an ideal location for unit functions. The bar facilities have been improved with the installation of a built in cold room to hold a quantity of stock and the length of the bar has been doubled. A gymnasium and a large classroom have also been incorporated in the new facility.

Housed in the plantroom is a diesel generator rated at 175 KVA. A deviation or failure of the power supply will automatically start the generator. A remote annunciator panel installed in the duty room indicates the status of the generator set and any alarms. The compressed air system in the plant room consists of a Champion D100 Rotary Screw Compressor capable of delivering 180/L per second; a 2500 Litre Air Receiver and a Champion Refrigerated Drier which has a moisture separator and automatic drain facility. The entire compressed air system is controlled by a time clock.

The fact that the contract was for a 'purpose built' facility has enabled the engineers to design the workshop in accordance with the requirements of the tradesmen. This has resulted in a working environment which is more conducive to productivity and safety.

The movement of equipment from Mascot to the new facility at Banksmeadow was carried out over a one week period. It was executed with a great deal of prior planning and no major problems were encountered.

A highlight, and probably the most pleasurable aspect of the

move to the new site was a relocation 'Gala Ball'. This formal occasion was held at the old workshop site on 10 August 1991. The ball committee, under the control of SGT Peter Barr, worked tirelessly to ensure the evening was a success.

The ball was attended by both current and ex-serving members of Sydney Workshop Company. It was a pleasure to see former Commanding Officers of the unit in attendance at the ball, namely LT COL E.J. Andrews, LT COL C. Samarasekera, Major I.A.K. Keys, Major J.M. Spence, Major E.R. McLeod (Retired) and Major R.H. Wearne (Retired).

The evening commenced with pre-dinner drinks with a section of the band of the Second Military District, providing chamber music. During this part of the evening many old friendships were renewed and stories and memories exchanged.

The highlight of the evening was a program of music provided by the band of the Second Military District. The music varied in style from 'Big Band' to 'Rock

and Roll' and many people who had not heard the band play this type of music before were both impressed and delighted! After the meal a DJ provided music through to the early hours of the morning.

The gas heaters that were provided on the evening proved to be extremely popular as the temperature plummeted to about 2°C, especially with the ladies, whose evening wear was more befitting the tropics.

The night was deemed a success with many thanks to SGT Barr for his efforts. A similar function for the centenary of the workshop in 1993 has been proposed and if this ball is any indication, it will be an event to look forward to!

At this stage we have been in residence at the new facility for approximately one month and all sections are in full production. There are still a few minor adjustments to be made as we adapt to the new working environment, but everyone has settled in with a minimum of disruption to routine. The new facility has become somewhat of a show-piece for the Corps and we look forward to utilizing it to its full potential.



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1st ARMoured REGIMENT TECHNICAL SQUADRON

by WO2 R. WOOD

As 1991 draws to a close, Technical Squadron has time to reflect over a busy year, consisting of numerous highlights. 1991 saw WO1 John Phoenix take his discharge after many false starts. John is to become part of the Seymour business community in partnership with WO2 Trevor McRae.

In the Tech Squadron tradition, a large amount of high quality work was produced by all members of the Squadron. However special mention must be made to the best "ELECY" in the Regiment CPL "FROG" Henry for his service to the battery shop and WO2 "ROLLY" Rollins and CPL Phil Barber for their able control of the B3 store (Rolly can you please return the RTPS so we can get some bits).

A Sqn Tech saw the departure of WO2 Duck Parkin to MEA and the arrival of WO2 Pat Widt. GE Section saw WO2 Reg Sawtell take control with the discreet assistance and advice of LCPL Craig Corrigan. Vehicle Troop saw the introduction of an award of notoriety which is decided by common vote. The inaugural winner was CPL Craig Allardyce with CPL Greg Slee and CFN Andrew Jansen pushing for the annual award.

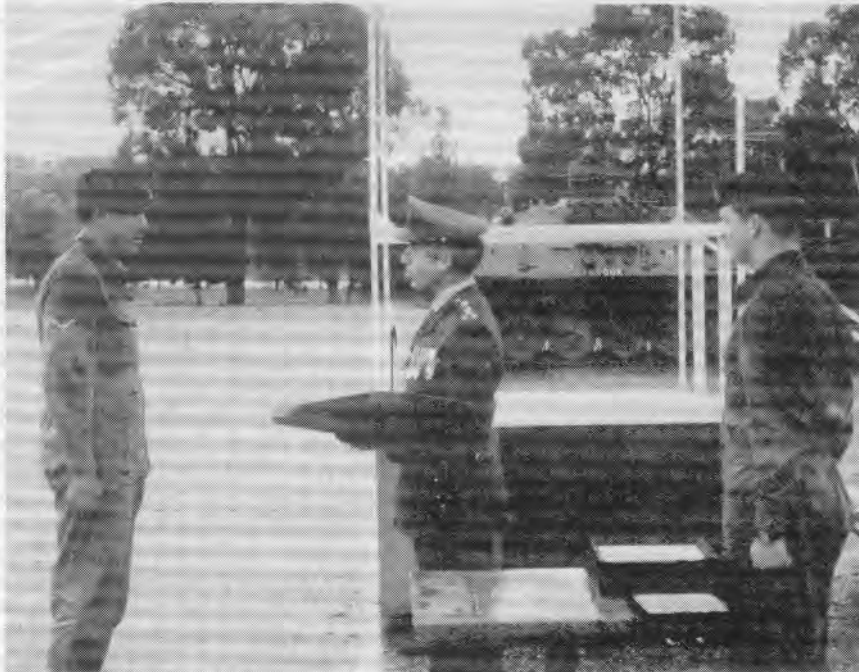
EIR Section demonstrated an ability to travel previously uncharted roads —

unfortunately this usually occurred on night moves. CPL "RUSTY" Russell has become known for his brevity on the radio after rolling the EIR rover whilst on exercise. Reporting the incident by radio Rusty was heard to say "8A THIS IS 83 ROVER OVER OVER".

The highlight of the year was the celebration of 40 years of integral RAEME support by the 1st Armoured Regiment Technical Squadron. A weekend reunion of all past and present members was held with a mounted parade on the Friday: BRIG Emert was the inspecting officer with the current OC Major Tony Rice leading the troops on parade. Warrants were presented to Warrant Officers Liddelow, Sawtell, and Wood.

LCPL Ashworth was presented with the 1st Armoured Regiment CFN of the Year Award. WO1 John Phoenix was presented with a certificate of recognition for 26 years service.

The Drive Past, Advance in Review Order were highlights of the parade with WO2 Friedrich's multi-talented Recovery crew providing the special effects (smoke in Corps colours). WO2 Liddelow's planning of the parade ensured that whoever has the responsibility for the 50 year celebration has a hard act to follow. The soldiers' efforts were reflected in the high standard of drill achieved on a typical



Lcpl W. Ashworth — presentation of 1 ARMD Regt CFN of the Year



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1st ARMoured REGIMENT TECHNICAL SQUADRON — CONTINUED

Puckapunyal day (it poured).

The parade was then followed by a formal dinner attended by over 300 past and present members of Tech Sqn.

The crowd included, MAJ Mike Prain whose initial support of the reunion was invaluable and without which there would have been no reunion. LTCOL Malhotra renewed old acquaintances. The Taylor Brothers, Pete and Sam, who were instrumental in Tech Sqn appearing on so many sporting trophies within the Regiment in the early eighties returned and were seen to have a good time. The Corps RSM WO1 Lowe was in attendance along with Joe Harlow, Danny Pollick and Don Dowie (ex-members 1st Armoured Car Squadron LAD).

After the dinner the traditional cheese and greens were served.



WO1 J. Phoenix — Presentation for 26 years service to RAEME

Later in the evening an even more traditional game of Rugby was played. Final scores, black eyes two, blood nose one.

Past members from every era over the past forty years travelled from every state in Australia to attend the reunion, demonstrating once again that soldiers who served at the 1 Armoured Regt develop a sense of teammanship that can only be envied by other units. A special thanks should go to WO1 Phoenix whose concepts led to the reunion, Heather Parkin the reunion

committee's unofficial typist and secretary. LTCOL Meecham and LTCOL Barwell for their support of Tech Sqn in this rather ambitious venture. Last but not least CFN Browning for demonstrating the most unique method of ceremonial cake cutting ever seen.

On a final note if you see an ancient armoured scout car around, this is a legacy of one of the older tradesmen in Tech Sqn who spent many hours restoring a rusted hulk to a fully operational vehicle. Rumour has it the name on the side of the vehicle is "THE PHOENIX".

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SCHOOL OF MILITARY ENGINEERING WORKSHOP

by Cpl FACEY



I don't know if anyone has heard of us but we are the Technical Support for the School of Military Engineering (SME) located at Moorebank Ave, Moorebank in Sydney. It has just become one of the great RAEME postings. We have just moved into a brand new workshop facility — well actually we've been here for a couple of months.

This new workshop is 100% on the old one, as a matter of fact, we can fit more than one vehicle inside at any one time.

Anyway, a few facts about the new workshop:

- a. It cost \$800,000 approx.
- b. It took 2 years to build,
- c. It has an overhead crane that travels from one end of the workshop to the other,
- d. The offices are above the workshop floor,
- e. It has a built-in exhaust extraction system for each workbay, and
- f. It has a service pit.

The workshop itself has 16 personnel posted, consisting of the ASM WO2 Warren Knight, a Vehicle Sgt, half a

dozen Cpls (including mechanic, electrical fitter and RPS) and 6 craftsmen; oh and don't forget our 2 civilians.

Our role is to repair equipment held in SME.

This includes A, B + C vehicles, generator sets, outboard motors, boats,

done this year is to enter a car in the REDEX BASH. It is a very good 3-4 week holiday for the blokes going in this year and hopefully for years to come. (Oh and by the way they still need a few sponsors so if anyone can help contact us here at the workshop on 8-21-4491

and it doesn't matter how small your donation is).

A few people have left over the past few months so farewell to Cpl Montgomery, L/Cpl Cunningham, Sgt Langham and welcome to the following people; Cpl Fehring, Cfn Lucciannio, Cpl Maurice and Cpl Parker.

Well that's all I've got to say at the moment so until next time we write it's goodbye from SME Workshop.

We would like to thank the following

companies for their sponsorship of our Redex Variety Club Bash entry.

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bridging, and inspection of all the equipments. We also run all the outhouse repair paperwork.

Just a quick note before we go on, there is a new position for a Cpl Fitter so if anyone is interested apply now.

One of the things the workshop has

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This is the old workshop



*Back Row, Left to Right: Mr Proudman, Cpl Akkinbotham, Cfn Mulder, Cfn Gordon, Cfn Cunningham, Cfn Black, Mr Morris
Front Row: Cfn Hockings, L/Cpl McKie, Cpl Milner, WO2 Knight, Sgt Langham, Cpl Parker, Cpl Mulraney, Cpl Facey*

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Puckapunyal Logistics Battalion

THE BLUE PRINT

As the title suggests, Puckapunyal Logistics Battalion (PLB), is to be the Blue-Print for all other Logistic Battalions. "Integrate or Stagnate", is the motto which sticks hard and fast in the minds of the members of PLB, and the individualists of each of the Corps, which combine to make up this unit, have slowly but surely, come around to LOG COMD'S way of thinking.

Integration, is the key word in the professional operation of a unit of this kind, and integrate we have. Our beloved leader, and Logistic Technician, Lieutenant Colonel Wayne Jackson (RACT), has steadily guided the helm of change, on our Logistic voyage, to a more productive system. The evidence of this change, can be seen, mainly through our two grander companies, Vehicle Company and Communications/Engineering Company.

Vehicle Company, which has the strongest RAEME contingent, is controlled by the infamous Captain "Deadly" Ernst (RAEME). This company consists of two smaller platoons, Heavy Vehicle Repair (HVR), and Vehicle Services Platoon (VEH SVCS PL). These platoons are under the scrutiny of Lieutenants, Nick Stanton (RAEME) and Rolly Hosking (RAEME), respectively. HVR contains the hard working, and over-paid vehicle mechanics, the Seymour Mechanical Contractors (SMC), Repair Parts Store (RPS) and Commercially Available Buy (CA Buy), VEH SVCS PL contains a Vehicle Pool of 400 vehicles, with a section of hard working and under-paid Vehicle Storeman, a Classification Section, and a Service Station. All of whom, are working harmoniously together, to produce an efficient and productive team.

Communications/Engineering Company, maybe said to contain the strongest RAAOC contingent. This strongly knit team of men and women, are under the command of Captain Noel Irwin (RAAOC). His company is branched into Warehousing Platoon (WHS PL), and Ancillary Platoon (ANCIL PL). Both of which are closely monitored by Lieutenants, Kylie Fardell (RAAOC) and James McRae (RAEME), respectively. WHS PL consists of Stock Maintenance and Distribution, where ANCIL PL is made up of the boys from General Engineering and Electrical Instruments Repair, who are definitely over-worked and under-paid. The men and women of this company, together produce a force of productivity of industrial magnitude.

So, gone are the days of Corps rivalry, and juvenile squabbling between sections. The domineering force of cohesion and teamwork, which has pulled the Australian Defence Force through

numerous international conflicts, has now produced a productive peacetime team. The integration of all Corps for our Logistic Groups, is working, and PLB is leading the way in the restructuring of today's Army.

Puckapunyal Logistic Battalion's Quiet Achievers

The quality of soldier, which is being produced by PLB, is nothing less, than outstanding. A RAEME soldier leaving our unit, will depart knowing that it was the "Galloping White Stallion" which has made him what he is today. PLB has trained and honed his military and trade skills to enable him to handle the obstacles that will confront him in his military career. A soldier who is a member of this unit is looked upon by his peers outside the PLB as an above average soldier, with a more mature attitude towards his trade, and a more conscious awareness of the restructuring of today's Defence Force.

One member, who has proven this to be true, is Cpl "Henry" Andrew William Lawson. Cpl Lawson, a vehicle mechanic from Vehicle Company, was awarded the Exemplary Service Medallion in March of this year. The medallion was awarded to him by our Commanding Officer Lt-Col W.R. Jackson. Cpl Lawson was presented the award for performing his duties, in a highly professional manner, and to very high standards. Cpl Lawson was commended on his performance by his peers, and is thought of in high regard by his superiors. Once again, congratulations Henry.

Another member of the praised elite, is Cfn Peter Gerard McCann. Cfn McCann is also a vehicle mechanic, who is displaying exceptional skills in his trade. Cfn McCann has been nominated for the Mercedes Benz Award, for his outstanding performance on the repairs Mercedes Benz vehicles, as well as the rest of the military fleet. Cfn McCann has also been judged on his conduct, and dress and bearing, which for a soldier of his experience is of an above average level. The rest of the lads from Vehicle Company are all behind Cfn McCann, and wish him luck on his application for the award.



Cpl Lawson, Exemplary Medal Winner



Cfn McCann, Mercedes Benz award candidate

Thunder Down Under

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by Cpl G. MATOGA

History

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Technical Services

The technical services of P&EE(PW) is a combination of a Mechanical Workshop and Instrumentation Section. The whole gaggle is headed by Capt Steve Collins OAM with WO1 Mick Donohue ASM and WO1 Wayne (Junior) John as the Instrumentation Officer.

Each of the sections have many and varied tasks with most of our equipment being very old or not in service, eg 25 pdrs, to the latest electronic equipment or even Navy weapons on locally manufactured mounts, our daily tasking can be mind boggling.

Workshops

Another year full of promises and hopes (the "We want it yesterday" or "Yes we'll get you one of those").

The Workshop's workload increased with the Defence Industries requirements, Gunners firing by day and by night, the Fitters changing barrels, prefiring checks and examinations of ordnance on weapons ranging from 40mm to 5 inch Naval guns. Other Workshop members building blast proof walls and targets, the Vehicle Mechanics under SGT Tony (Slaughter) Rawson doing many varied tasks from conducting a W36 Loader Course to formalise civilian operators to rebuilding our Series 2A Landrovers (Candy cars). Yes we still have 2A and Series 3 Landrovers. And you thought you were way behind!!

The General Engineering Section which is fully fitted out with the most "modern" machinery takes on modification repairs, fabrication and general magical tasks from manufacturing hydraulic elevation systems to mounting 76mm Scorpion guns to a Centurion Tank turret ring. The Carpenter, Chris Allen, manufactures our wooden target requirements, and any other "tasks" that involve wood like pergolas and "building repairs".

Last but not of the least importance is the Workshop "spare



time" project, the BRV (Beach Recovery Vehicle). This old Series 2A Landrover was recovered from the swampy graveyard and is slowly being rebuilt from salvaged parts for the Workshop Recovery Vehicle (Crabbing car) in case the Gunners can't retrieve their bogged Landrovers from the beach before the tide comes in.

Manning

The Workshop Section is manned by 11 personnel both Military and Civilian and are listed below:

WO1 Mick Donohue - ASM
SGT Tony (Slaughter) Rawson - Veh SGT.
SGT Hayden (Roach) Shipway - Clerk Tech Stores
CPL George (Home Brew) Matoga - Veh CPL
CFN Allister (Cat/Pussy) Coney - Fitter Apprentice



Top Row: CNF Griffs (App), CFN Coney (App),
CFN Smith (App), CFN Hoffman (App), SGT Shipway
Bottom Row: CPL Matoga, Chris Allen, Terry Nowlan,
POET Nott (Navy), CAPT Collins, Selwyn Lucas,
Bob Johnston, BRIG Bray, WO1 Donohue (ASM),
WO1 John (IO), CPL Monaghan, John Dunn,
Frank Wilds, SGT Rawson

THUNDER DOWN UNDER CONTINUED

Mr Terry (Wombat) Nowland – Tech Officer/Fitter
Mr Bob Jonston – Fitter and Turner Extraordinaire
Mr Frank Wilds – Fitter/Mechanic
Mr John Dunn – Plant/Hovercraft Operator
Mr Selwyn (Nutsy) Lucas – Cleaner/Scrounger
Mr Chris Allen – Carpenter

Instrumentation Section

The role of the Instrumentation Section is to maintain not only the communications, radar, instruments and electrical equipment, but also the in-process equipment used by the Data Acquisition Section in gathering proof information.

This is where Instrumentation Section differs from other EIR sections is that part of our charter is the research and development of improved procedures and equipment for data collection.

The Section, as befits those of such lofty being, now resides in a new air-conditioned building, which was commissioned earlier this year, and is haunted by the following boffins:

WO1 Wayne (Junior) John – Art Telecom, Instrumentation Officer

SSGT Gary Smith – Art Radar

POETP Rod Nott – our RAN representative, all things electrical, ETP means Electrical Technical Power

CPL Brian (Mono) Monaghan – Mech Radar and anything else needed at the time.

There are also positions for a CFN TES (G) and a Civilian Electrician which are vacant at the time of writing, but replacements have been identified. Any Radar Mechs interested in a posting here should know that the radar sits atop a 92 metre (that's about 300 feet) tower.

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Changing barrel on M1 Gun Carriage CFN Coney, CFN Hoffman, Terry Nowland, John Dunn

Conclusion

The Technical Services is a vital part of the Proof process and without the dedication and expertise of its members the Proof Range would grind to a halt. So if you're passing our way and you get to the large gun on the highway, don't go past, drop in and see where the complaints of "Thunder Down Under" come from. Remember "we fire it first".

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OBITUARIES



CFN V.J. McTAGGART

CFN Jane McTaggart, 21, died in a tragic vehicle accident at Victor Harbour SA on the 13th of July 1991.

CFN McTaggart enlisted as a 43rd intake apprentice on 12 January 1988. She graduated as a motor mechanic in December 1989 and was subsequently posted to Adelaide Logistic Battalion on 19 January 1990.

Jane was an outstanding soldier and tradesman throughout her brief career, consistently displaying a high standard of personal discipline, conduct and bearing. Jane had an unreserved commitment to

the Army and her unit and was a keen participant in unit and MD activities.

Jane's infectious enthusiasm, positive attitude and cheerful outlook endeared her to all who served with her. Her friendly smile and exuberant nature will be sadly missed but 'Janey' will never be forgotten by those who knew and loved her.

CPL P. McCARTHY

Corporal Peter McCarthy was tragically killed in an Army Aircraft accident at Drake in Northern New South Wales on Monday 9 September 1991

At the time, Corporal McCarthy was accompanying a flight of three aircraft from the School of Army Aviation. He was an aircraft fitter with Oakey Workshop Battalion.

Also killed in the accident were Major Hummerston AAAnC, and Officer Cadets Yowana and Tamti of the Papua New Guinea Defence Force.

Peter McCarthy enlisted into the army in 1969. After completing his trade training at the RAAF School of Technical Training at Wagga, he began his career in RAEME as an Aircraft Maintenance Fitter. After service with Flying Squadrons, he was posted to 5 Base Workshop Battalion in June 1980, where he continued to serve for the next ten years.

He was a dedicated tradesman, who approached his work in a professional manner. Earlier this year he was awarded the soldiers medallion for exemplary service. In the Oakey community he was actively involved in charity and community projects. Peter was the president of the local St. Vincent de Paul Society.

Our heartfelt sympathies are extended to his wife Glenda, and children Sharon, Sean, Liam and Sally.

MAJ RON HAMMOND

Maj Ron Hammond - died in

Canberra on 12 May 1991, after a long battle with cancer.

Ron enlisted in 1941 as an apprentice instrument maker (fitter) at the age of 15. He went on to qualify as an Artificer Instrument before being commissioned on the Admin & Tech list in 1964. Ron saw active service in South Vietnam in 1968 and retired as a Major in 1976.

BRIG WILLIAM SCHRADER

Brig William Schrader BEng, FIE Aust - died on Friday 21 June 1991.

Brig Schrader enlisted in the regular Army in 1939, and was posted to Melbourne as one of a small band of Ordnance Mechanical Engineers. While posted to Melbourne he was involved in the reorganisation of logistic support which gave birth to the Electrical and Mechanical Engineers in 1942.

After seeing active service in Bougainville, a detachment to the British Army in Singapore and a two year posting, to London, Brig Schrader returned to Australia to help in the planning of the Corps' role in the new regular army. During this period he identified the need for a maintenance engineering body to monitor new equipments, examine failed equipments and equipments liable to casual failure. As a result of his initiative, Technical Services Unit was established in Broadmeadows and now operates as the Maintenance Engineering Agency. Brig Schrader went on to become the Deputy Director and in 1961 took on the Army Design Establishment as Chief Superintendent, where he remained until his retirement in 1964.

Brig Schrader retained an active interest in Corps matters up until his death.

RAEME has lost one of the last of our predecessors of the AAOC (P), founding regulars of the Corps.

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Engineering Company Bandiana Logistic Group

1991 has been a busy year for Bandiana Logistic Group's largest and of course most productive sub-unit. Equipment Maintenance Company has been through a lot of change this year, including a new title - Engineering Company.

January saw the handover of the Company's command to MAJ Pat Shanahan. Under the new leadership, the Company charged towards our major technical task - the rebuild of 7 Leopards and 40 M113s. To add to the challenge, we were distracted with a number of additional activities which demanded our attention. A particularly memorable occasion was the Annual "Acker" Atkins Memorial Golf Day which saw the Company head to Corowa to tee off for a day which quickly separated the golfers from the non-golfers (which ASM was seen sporting an Esh Bag to carry his clubs?!), and the drinkers from the rest (don't ask Hans who won!)

Another note-worthy activity was the Burgess Endurance Classic, a physically demanding competition between the companies which is named after the first and current Commander of the Logistic Group, Colonel Mike Burgess. The favorites of the day (Engr Coy of course!), claimed the trophy again this year. The team, led by LT Mark Mackenzie, consisted of SGT Craig Byrne, SGT Geoff Lee, CPL Phil O'Keeffe, LCPL Robert Dempsey and CFN Gena Aitken.

The Company also responded to the challenge of designing and manufacturing an entry for the BRIGADIER H.L.C. MARTINS OBE Award Design Competition. Our entry, if not the best will certainly be the heaviest, included the following features:

- The RAEME Badge, originally mounted above the main gates to the then 4th Base Workshop Battalion.
- The Piston, removed from the engine of a Leopard MBT and represents the primary maintenance commitment of the unit.
- The Plinth, made from the type of material used to provide mine protection for APCs in Vietnam.

The Craftsmen who contributed to the design and construction of the trophy were CFNs Scott Marshall, Mark McLean, and Sean Low.

4 SHOP REPORT By WO2 Greg Finster

The "A" vehicle repair workshop completed its 40th rebuild of the M113s at the end of August, completing the last of the 90/91 FY programme which was increased from 25 after the commencement date. A small ceremony was conducted to farewell the vehicle - 18909, a Fitters Track - with the Commander BLGp congratulating all concerned.

The new programme has since begun with a target of 40 vehicles and as at Mid September, the Shop had 17 stripped with one completed. As a result of new procedures and as long as the parts supply is maintained, there doesn't appear to be any

problems with achieving this financial year's target.

The Leopard repair line is being kept busy, what with the regular 10 000kms refits, complying with an MEA programme of trialling a 15 000 kms refit, as well as jobbers.

Fitting, Welding and Machining section are also keeping busy on the repair and overhaul of A vehicle components. In addition, a new horizontal Boring Machine was recently installed, giving the section the ability to bore and re-align Leopard blocks - a task previously sent out to trade. The expertise that will be gained on this machining task will also be invaluable to our tradesmen.

On the personnel side of the shop, the Command changed over with LT Andrew Martin heading south to MEA, leaving the room for LT Mark Mackenzie to cross the road from RAEME Trg Centre. The ASM, WO1 John Williams took his discharge in April and is now enjoying retirement on a property near Beachworth. His eager replacement from Log Comd was WO1 Mick Beavis who arrived mid year and has firmly planted his feet

on the deck. Other new faces during 1991 are WO2 Greg Finster, WO2 Paul Dodge, SGT Pat Barnes, LCPL Mick Kent, LCPL Tony Pearce, and LCPL Mark Kirkpatrick.

7 SHOP REPORT

By LT Jo Murphy

This year saw 7 Shop continue to shine above the other two shops (not hard!). Often referred to as 7 Section - an attempt at humour by the other shops due to our high attendance on courses and detachments - the Shop soldiered on, confident in the knowledge that the collective IQ of even half of 7 Shop easily exceeds that of the other 2 shops combined!

In January, the command of the Shop was handed over to LT

Jo Murphy from LT Louise Abell. ASMs changed as well with WO1 Terry Madigan taking the reins from WO1 Terry Mussarat. Other march-ins included a transfer from the British Army, 4 RAD MECH apprentices, and 1 TES(G) apprentice. In addition the Shop saw WO2 Neil Wood and CPL John McDonald elect discharge and return the following day as civilian technicians in the newly established electronic positions. Joining them were Misterys Chris Cummins, Sam McDade, Dennis Cordier and Paul Albrecht.

A notable achievement during the year was the successful completion of an invention by Mr Andre Scheitler for which he was awarded \$100 000. The concept and development of "EDGA" (Electronic Digital Gunnery Aid) was first started in 1982 as a result of a problem with the Leopard MBT. This device now allows the electronic gunsights to stay in line with the tank gun, regardless of rough terrain or varying climatic conditions. The invention also allows gunners to test the ballistic functions without returning to a base repair facility.

Regrettably this good fortune did not rub off on the rest of the Shop members - especially those who contributed a sizeable amount of money to be included in a "sure thing" (a System 15 Lotto Draw over 10 weeks). The rest of us are still working so it was interesting to see the organiser of the idea, CPL John Dixon,



Our entry for trophy competition with its makers

**ENGINEERING COMPANY
BANDIANA LOGISTIC GROUP
CONTINUED**

can afford 2 months off work! (Couldn't have been made possible by the money won off that donkey which you pass off as a racing horse Dicko!)

The New Year will see a few new faces around the Shop including LT Karen McFadzen (PL COMD), WO1 Jim Smylie (ASM), WO2 Geoff Sheather (Turrets Sect), and CPL Dave Walsh (Tels).

style, so planning for the Final Fling Function commenced some months ago. Bands were booked, catering organised, and the main ingredient ordered - plenty of grog.

The day started about 10.00am for some, taking care of last minute details. The first band, "Around Town" with drummer Bobby Knight from our own weld shop, had toes tapping from 2 to 6pm. At 7pm, the smorgasboard dinner was ready, and by 8.30pm, a Shepparton-based band by the name of "Scandal", was entertaining a now steadily growing crowd.

We had a few 4-B-Bar "hardliners" turn up from far away places. John "Teddy" O'Brien flew from Darwin, Cameron "Willy" Willett was in town from Brisbane, James "Irvs" Irving



The team involved in the rebuild of M113 vehicles with the 40th and last vehicle for the 90/91 financial year

4-B-BAR ... RIP

By CPL Juris Jaudzems, PMC

The 14th September has become a date many people will remember, for it is the date that the 4-B-Bar was officially re-named "The Bar".

The bosses thought that the new name was very "original", but that was the name that was unanimously voted on at a recent general meeting. I think that the new name still reflects the club itself - plain and simple, nothing fancy.

The committee decided that the 4-B-Bar should go out in

arrived from Sydney. Ex 4-B-Bar members turned local yobbos, Danny Egan and Bob Dorrان, also graced us with their presence.

The evening was a great success, and thanks must be given to the committee for organising such an event. Thanks also to the clean-up crew, but the main thanks must go to the members, both past and present, who have supported the 4-B-Bar.

4-B-Bar memorabilia will soon be relocated to RAEME Corps Museum, so its memory will live on. With a bit of hard work, I'm sure that "The Bar" will be every bit as successful as the 4-B-Bar.



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FOOTBALL, FOOTBALL AND SOCCER

by WO2 IAN BARNES AND SSGT BRETT COOPER

Old trophies and older players have been resurrected at RAEME Training Centre in recent months. An off handed comment in the RAEME Corps SGTs' Mess, which was overheard by the CPL Steward, resulted in the OFFR/SNCO Vs OR Rugby League Match. The game was played on 10 June 91, and after weeks of solid rain the ground would have been more suited to water polo than the scheduled match.

disadvantage with many minor injuries such as a broken nose, dislocated shoulders and knees, as well as numerous bruises occurring. After only a few short sessions, player numbers were being severely depleted. Finally the big day arrived.

Both teams took the field with numerous "sly" comments coming from the 300 odd spectators. The OFFR/SNCO's appeared to have a slight

teams. The second half remained close with each team assaulting the try line on numerous occasions and strong defence repelling repeated attacks.

At the end of a very exciting and eventful game, the ORs managed to hold out the opposition and score a 14-12 win. Some very wet, muddy and bruised players then retired to the Sportsmans Annex to enjoy a well earned drink.

The Rugby was followed on 3 July by the RAEME-RAAOC Aust Rules Challenge. Player and spectator numbers were low with both teams only fielding 19 players. Injuries in the first quarter reduced this to 18 fit players and RAAOC held a nine point lead at the break. With Corps pride at stake, the commitment of both teams rose to the occasion, with RAEME eventually catching RAAOC to lead 8.5 - 53 to 7.7 - 49 at the long break.

The second half was a neck and neck contest with the lead changing numerous times in the last quarter. RAEME managed to score two quick goals with minutes left on the clock, to run out winners 15.8 - 98 to 12.15 87. The CO/CI of RAEME Training Centre, LTCOL R.A. Sudholme, presented the shield to the winning team after a very close, hard fought encounter.

Aust Rules again took centre stage on 10 July when RAEME Training Centre challenged all other RAEME personnel in the AWMA to the RAEME Challenge Match. Rules were modified to suit the old, retired players and those who had never played before. The game was designed to be more of a novelty event that a serious contest and with thick mud everywhere, a novelty it proved to be. RAEME Training Centre took the game more seriously and led at the first change. Only ball direction changed in



Each team conducted intensive training prior to the big event. The ORs resorted to bringing in a coach from one of the local civilian teams, whilst the OFFR/SNCOs chose to look after themselves. This proved to be a

advantage with more weight and "age" experience, whilst the ORs had more youth and speed. By half time the "seniors" had a slight score advantage, which was achieved after many bone jarring tackles and fast play by both

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**FOOTBALL, FOOTBALL
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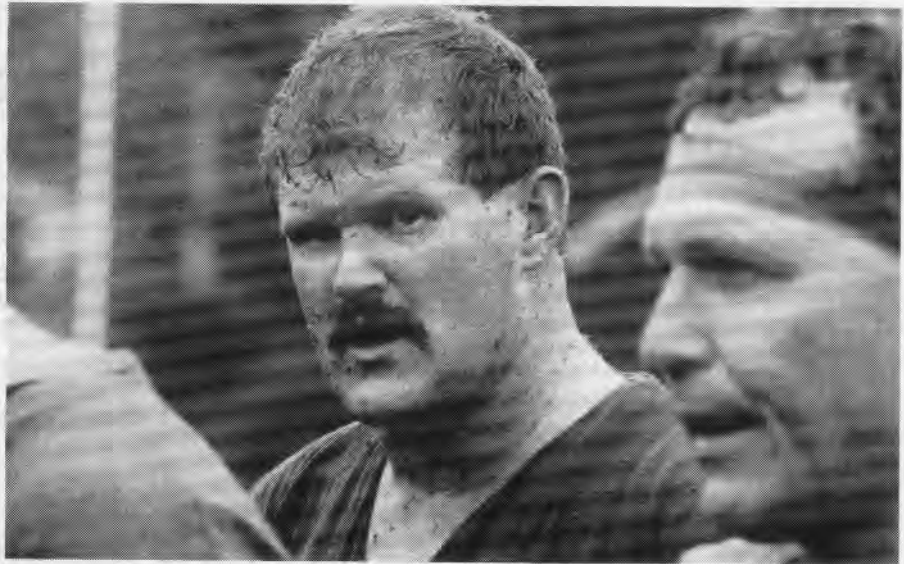
the second half with players staying at the same end of the ground. Rucks and rovers reversed roles, until only the umpires appeared to know what should be happening.

To keep the game flowing, players were regularly moved from defence to attack, which resulted in one fullback kicking five goals and left most players utterly confused. RAEME Training Centre ran out easy winners, 12.14 - 86 to 2.4 - 16. The match ended on a high note with all umpires being dragged through the mud in their "used to be whites".

The next event on the sporting calendar is an OFFR/SNCO Vs ORS Aust Rules Match. If this game is played with the enthusiasm and sportsmanship of the previous events, it will be most enjoyable for the players and spectators alike.

**RAEME TRAINING
CENTRE SOCCER TEAM
WINS BACK TO BACK
PREMIERSHIPS**

The RAEME Training Centre (RTC)



Soccer Team defied all odds by defeating Latchford Barracks 1 to take out the prestigious AWMA Soccer premiership for the second year in succession.

A major setback leading up to the Grand Final saw star, British Import Goalkeeper "Barney" Blackshaw flown unexpectedly back to England. This setback was soon overcome by the inclusion of "Finchey" in to the RTC line-up. The forward line was strengthened by our four, expensive overseas imports (PNGDF Students).

The game was played under lights at

Latchford Barracks. Early in the first half, "Kev", our star half-back was sent off for "Unduly Rough Play" but despite this, RTC managed to hold Latchford Barracks 1 scoreless until late in the half where they scored a goal against the run of play.

The second half was dominated by RTC and goals were scored by "Conrad" (2), "Andy Gardiner" and "Johnny". Latchford Barracks 1 managed to score a further goal but two of their players were sent from the field, leaving RTC to run out comfortable winners 4-2.

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EX-KILIMANJORO

by CAPT ROB BURDOCK

In January this year, 32 soldiers and officers from around the army (including LTCOL John Trevivian, CAPT Craig Sheehan, CAPT Scott Allbutt and myself from RAEME) with token Navy and Air Force representatives took the opportunity to travel to Africa and climb its highest mountain, Kilimanjaro. This unique Adventurous Training activity, advertised in "Army" in September last year gave those who sent in an early return the chance to travel to another continent and culture with "on duty" status for four weeks.

Four teams were created to complete the three tasks – climbs of Kilimanjaro, Mt Kenya and Longonot Volcano. After three days of local reconnaissance/haggling for transport deals and the purchase of provisions in Nairobi (Kenya's capital), teams 1 and 2 set off for Tanzania to climb Kilimanjaro while teams 3 and 4 headed North to climb Mt Kenya.

As a member of team 1, we boarded a rattly bus to the border town of Namanga. The adventure of crossing the border and haggling for further transport to Moshi, the town at the base of Kilimanjaro, tested the patience and tolerance of us all. The Third World has no concept of time. The Hiace replica to Moshi lacked the rattly bus experience of sharing seats with exotic Masai warriors, chickens and farm produce.

After determining a route up Kilimanjaro, our team began the six day hike to the top. Altitude affected us all in different ways. CAPT Penny Woolford was evacuated from about 14000 ft with stomach problems by the team doctor MAJ Steve Rudski. SGT Lindsay Goodwin was forced to return to 16000ft during the final assault on the summit while I had problems at the crater rim and was assisted down by MAJ Brian Barnes.

The day of our summit attempt was 15 January and our thoughts were of pending war in the Gulf. We started the assault at 0100 hours and spent the next five hours struggling up the scree slope to 19500ft.

The sunrise from the top was impressive but short lived. After returning to our packs at the night camp at Kilo Hut, we walked 32 km and descended 9000ft by 2030, two hours after sunset. Sleep was not a problem.

With a rendezvous time to be in Nairobi confirmed, we split into smaller groups and made our way back. In comparison to Tanzania, it was good to get back to civilisation in Nairobi.

Within a week we were on our way to climb Mt Kenya. En route, my video camera became a great source of amusement to the native children. I would film them and then show them the film on play-back. Our group had been split into two and our sub-group of six spent five hours and six modes of transport to travel 250km. The final ride was in the back of a ute with five urinating goats, bags of sugar and bales of grass.

The route climbed on Mt Kenya was prettier and more scenic

than our route on Kilimanjaro. As a result, the altitude sickness was not as acute.

Snow covers Mt Kenya which ironically straddles the equator. The day before our final climb we were caught in a blizzard.

The entire team was able to climb to the tourist summit – Point Lanana. The final forty minute climb was steep and on the top there were many congratulations exchanged – both for the whole team reaching the peak and because it was Australia Day.

As for Kilimanjaro, we descended from the mountain on the summit day and again had a good night's sleep. Sleeping at altitude is not easy. Lack of oxygen gives headaches and the altitude keeps the bladder full. It takes a lot of will power to leave

a warm sleeping bag and dry tent to find relief in the snow in the early morning hours.

On the return trip to Nairobi we climbed Longonot volcano. This was a pleasure for me as I had suffered badly from altitude sickness. The volcano is no where near as high as Kilimanjaro and Mt Kenya. The crater basin was lush forest which MAJ Steve Rudski was convinced contained lions! Sure Steve.

As our team had a few days to spare we divided into smaller

groups to see sites other than mountains. I visited the coast which has a strong Arabic influence after several hundred years of Arab trading. With the Gulf air war in full swing, we were often asked if we were Americans. Kenya at the time seemed to be split; some pro, some anti Saddam. The coast tended to be pro-Saddam.

Opportunities to partake in Adventurous Training on another continent are rare. The trip was not designed to be elitest for officers. The exercise organisers told me that they had problems fulfilling the quota for soldiers to participate because of a lack of applicants. All team members used first names and ranks were rarely discussed. Most exercise participants maintained a strong camaraderie and benefited from the variety of experiences shared. The cost was steep with a near \$4000 price tag. Most people who travel to Africa to climb mountains however, don't have the chance to claim the lot on tax!

Should you have the money and can be released by your unit, trips like Exercise Kilimanjaro are a good condition of service to be exercised.



Back Row: Mountain Porter, CPL Wendy Blanc (RASigs) Aleta Knight (Additional Civilian) CAPT Lou Zamberlain (RACT, ARes) Mr Williamson (Mountain Guide) CAPT Rob Burdock (RAEME) MAJ David Freeman (AALC)
Front Row: SGT Lindsay Goodwin (RACT), CAPT Phil Langworthy (RAAMC) MAJ Mike Callan (RASigs) MAJ Brian Barnes (RAInf)

Papua New Guinea Independence Day Celebrations at RAEME Training Centre

by WO1 REX DIPLOCK

Papua New Guinea's answer to the great Aussie barbecue made a big impression at RAEME Training Centre on the 16th September, 1991.

To celebrate the 16th anniversary of PNG Independence Day nineteen PNGDF students and staff treated the rest of the unit to a Mumu; a traditional feast of pork, beef, chicken and vegetables cooked in a rock oven.

The celebration began with a parade of the unit during which the PNG flag was flown. In his address to the unit the CO/CI, LTCOL Rod Studholme said that the occasion not only recognised Independence Day, but also the close ties that have formed between the PNGDF and RAEME Training Centre.

There are currently two courses, a Basic Radio Technicians and Technical Instructors/Workshop Supervisors course being conducted at the centre for PNGDF students.

For the PNGDF members the Mumu



Private Cain Belapuna, John Waking and Biksey Kelamu uncover the ground oven

also provided a welcome reminder of home. The students prepared the hole for the ground oven, lined it with rocks and heated it with a large fire.

The meat and vegetables coated with

coconut juice, ginger and other spices were packaged in foil bundles then left to bake under ground. Evidence of the cooks' success was demonstrated by the lack of left overs at the end of the day.

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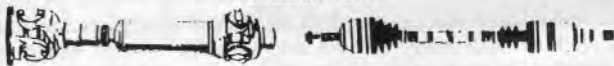
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GENERAL MAINTENANCE VEHICLES

by Capt ADAMS

In recent years the Australian Army has seen the procurement of a plethora of new and updated equipments. The F88 Steyr, Blackhawk, Perentie and Hamel are but a few of these. In May of this year, the 102nd Field Workshop (now 3BASB Field Workshop) saw the introduction into service of yet another new piece of equipment — the General Maintenance Vehicle (GMV). The GMV, a new concept in maintenance vehicles, was designed to be a reliable work platform with enhanced capabilities and able to support several trade streams. The workshop received 14 GMVs into its production platoons and throughout 1991 introduced them to the rigours of ODF service.

Extensive trials had been carried out in the latter half of 1990, so many members of the workshop were already familiar with the vehicle. Since issue, the GMVs have been on unit deployments to Shoalwater Bay Training Area, Macrossan and High Range Training Area. Our soldiers took delight in putting the vehicles through their paces and soon adapted the layout of the modules to their individual needs.

It is apparent to all concerned that the GMV has numerous marked advantages over its predecessors. One of the greatest benefits observed so far has been its versatility as an FRT vehicle. Upon receipt of an FRT task the soldier merely closes the work module and drives away. This makes the GMV extremely mobile and quickly deployable.

The vehicle is classified as a light vehicle and as such is air portable by C130 Hercules, CH47 Chinook and UH60 Blackhawk. The fibreglass module mounted on the back of the vehicle can be easily configured to suit the needs of each trade. It has an abundance of room on board for tools and small spare parts.

The vehicle itself is very reliable. It is driven by a four cylinder turbocharged diesel engine and has six wheel drive to handle most terrain conditions. Each GMV is fitted with a winch so self recovery is easily achieved.

Flexibility is another major advantage of the vehicle. One vehicle has been designed to suit the electrical, vehicle and



metalsmith trades. The vehicle is performing well in most of its roles.

Despite its performance a number of drawbacks have come to the attention of members of the workshop. One of the disadvantages of the GMV as identified by Field Repair Platoon is the inability to carry major assemblies on board the vehicle. Further to this is the lack of a heavy lift capability for major repairs to vehicles. Although these were not design specifications for the GMV it is felt that provision of a heavy lift capability and some method of carrying major assemblies, will greatly enhance the GMV's ability to support major repairs to vehicles.

Each vehicle has been provided with a bulky 2.5kVA generator set to satisfy the requirement for electrical power, though the requirements of the vehicle and electrical trades are significantly less than 2.5kVA. An alternative low power source is being pursued.

As is the case with almost all new equipment which the Army procures there has been some worrying teething problems. The rear emergency windows do not require an emergency to prompt them to fall out. Interior lighting on several vehicles appears to be only for show because it doesn't work. After several hundred kilometres of driving, cracks began to appear in the fibreglass modules. Better quality control is required.

The user handbook of the GMV states that only 900kg of equipment can be loaded into the vehicle. This is considered impractical as most vehicles when fully laden are several hundred kilograms overweight. It is suggested that by increasing this maximum allowable load the problem will be alleviated.

Despite its initial problems, the GMV is a step ahead in the right direction for the Army. It is an extremely reliable and versatile vehicle which is well suited to its task as an FRT vehicle. The GMV has proven itself to be flexible in its role as a multi-trade shelter. The GMV will help ensure that our soldiers are well equipped to provide the repair services to meet our role of maintaining the ODF's equipment.



ORS REGIMENTAL DINING-IN NIGHT

by WO1 DEAN MESSENGER

The 23 Aug 91 marked the occasion of RAEME Training Centre's 3rd Annual ORs Regimental Dining-in Night.

This function is held each year as repayment for long term students and or staff, for performing the duties of food and wine waiters, and "dixie bashers" at Officers and Sgt Mess functions. The roles for the night are reversed however, and volunteer Officers, WOs and SNCOs act as the waiters etc, for the ORs and guests. The whole night was organised by the Lowerson VC Club President, CPL Steve Corbett and his committee, with assistance from the various messes.

Although not a training night, as such, lessons were learnt. In some cases, severe bladder pain indicated that restraint early in the evening may have lead to a more enjoyable dinner.

The standard of table service was adequate, although the plate juggling and



The spirit of the night. (Rear) WO2 Andy Rusell and SGT Mark Cuthbertson guiding Corporals Jeff Williams (Mr Vice) and "Mooka" Wardle in the customs and traditions of a dining-in night.

balancing after the entree was a highlight in the night's entertainment.

Unlike last year's Dining-in Night, the RSM and other nominated persons declined the offer of testing the water in the swimming pool after the meal, and

the duty roster subsequently remained unchanged.

A thoroughly enjoyable night was had by all and most look forward to the 4th ORs Regimental Dining-in Night in 1992.

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THE BIG JUMP

by Cpl S.J. GREAVES

Friday 22 March, the day had finally come. Our waiting was over but the excitement and anticipation was still heading for a climax. This was to be a weekend of adventure for 10 TML REGT WKSP, a weekend of parachuting.

LCPL Davis (Davo) was the one who initiated the idea of spending a weekend adventuring and he had no trouble in getting names. Those who wanted to face the danger and excitement were Cpl Greaves (Rocky), Cpl Nobbs (Nobber), Lcpl Walker (Wak), Lcpl Davis (Davo), Cfn Cox, Pte Rolley, Cfn Bruton, Cfn Marriner, Cfn Dickson (Dicko), Cfn Perrin (Yap-Yap).

The vehicle was loaded and we headed off. When we arrived in Nowra, we followed road signs hoping they were guiding us to 3 RAR Sport Parachute Club. When we had no signs for a while, I could see the look on Davo's face, who was driving, the look of uncertainty, hoping he had not gone too far. He was about to turn around when the sign, "Welcome to 3 RAR Sport Parachute Club" appeared.

Davo was the one who met our instructor Chris first. We were directed to a hangar where we were to be bedded down. On the way there I saw this 40m tower that the school uses for para training and Davo mentioned that Chris wanted to start with the training. I thought to myself, "You have got to be kidding," because all I could think about was that tower and me dangling from it. As I found out, the training that was to take place involved lectures on the theory of parachuting. We hooked in for about four hours and call it quits around 2300 hrs.

The next morning at 0800 hrs we were into it again. The theory continued until 1200 hrs and then after lunch we were to practice the practical side of parachuting!

Getting back to the theory I found it interesting because even though it seemed to drag on, Chris made the topic fun and interesting. He taught professionally and was able to make the teaching simple and easy to understand.

At the aircraft hangar we were shown the features on the plane that were mentioned in the class room. We all practiced exiting the plane using the correct technique. This has to be practiced because when you are at the height at which you are going to jump, you will be fighting wind resistance. With the correct technique you reduce chances of being blown off or away from the aircraft before you get under the wing.

Back in the training hangar we were fitted to the training harness. We were talked through the correct procedures on handling problems that may occur when the chute opens, or doesn't open as the case may be. These instances may be routine opening problems, minor malfunctions and total malfunctions. We all practiced these handling procedures several times till we felt confident that we could handle a problem if it happened.

The training continued with the landing technique. This is

practised to reduce the chances of an injury during landing. Once this was mastered the teaching was over and final questions were answered. We were ready to jump.

We couldn't jump the first day because the wind was too strong. Students were not permitted to jump if the wind speed was about 15 knots. We were all hoping that the next day would be a good day to jump if the speed of the winds held back.

That evening, some of us chose to go into town and find some excitement while the rest stayed back and had a quiet night. All I could think about was tomorrow's jump.

The drop zone (DZ) was at Japser Brush and we were shown the boundary where to land plus areas to avoid. Areas like wire fences, a swamp, a cattle herd and the runway. When the question of who wanted to go first was asked, I guess everybody had mixed feelings. Everyone of us wanted to be the first but we all wanted to watch the other guy jump first. This was solved by drawing straws. The order in which we jumped was Nobbs, Rolley, Braton, Dickson, Davis, Perrin, Greaves, Cox, Marriner and Walker. The first three guys suited up, climbed into the aircraft, took off and climbed to the exit height of 3000 ft. From the ground, we saw 'Nobber' climb out under the wing and jump. He had a routine opening problem and solved it immediately. He had a collapsed end cell which is nothing to worry about. Most of the guys had a routine opening problem except for Cfn Cox who was heading for a minor malfunction. Both end cells and the two adjacent cells had collapsed. This meant his chute was only open by 60% and falling to the ground at about 35 knots. At 3000ft you have 1000 ft to play with, and if you haven't released your reserve chute by then, it may be too late. He was about to do this when the main chute fixed itself.

After helping to pack the parachutes, I could see it becoming a monotonous task after a while, but someone has to do it.

As the order of the guys jumping fell, it finally got to me Cpl Greaves (Rocky). I suited up as I was to be the first out of the aircraft. As the aircraft climbed, you noticed features on the ground grow smaller and smaller and even disappear. At the exit height, I got out under the wing, looked at Chris who gave me the signal, and jumped.

It's a good feeling when the chute opens. The ground seems so small and you feel free, free as a bird and flying. All the training both theory and practical is worth it to ensure a safe and enjoyable jump. The ground was getting closer, so I positioned for a landing. I came in to land, however as fate would have it I broke my leg.

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An Introduction to the ...

ARMY COLLEGE OF TAFE

by ALWYN BRUNTON (ex SSGT) and PAUL KEEGAN (ex WO2)

After serving the Army for over 40 years, the Army Apprentices School has undergone a name change.

This name change was made because the college is increasingly becoming involved with more Adult Trade and post Apprentice courses. Adult Electronic trades commenced in 1990 while Building Supervisors, Carpenters and Plumbers started in 1991. Some members are under the misapprehension that the name change means that the College will produce soldiers with no Military skills, this is not the case. The Apprentice Battalion, remains so the high standard of military training is still an important part of the apprentices' training.

The name change hopefully will tell everybody outside of the military system that the Army is just as concerned with maintaining and increasing its levels of technical expertise as are the facets of industry directly responsible for the macro and micro economics of the country.

This name change has coincided with the aligning of the college syllabus to the new National Metals and Engineering Curriculum brought about as part of the award restructuring for the Metal and Electrical trades. The new syllabus is a joint venture between members of Industry, Unions and Government. Areas of demarcation have been greatly reduced, increasing productivity and, in most cases, job satisfaction.

Under the new Curriculum, the Fitting, Welding, Electrical and Electronic trades all begin their trade training with a set selection of modules, known as core modules, from the National Broad Based (NBB) Modules. The student then advances along one of three avenues, Mechanical, Fabrication, or Electrical.

The civilian award restructure will dispose of trade terms such as Fitter and Turner, Boilermaker, Electrician. These Tradespeople are now referred to as Engineering Tradespersons with an appropriate code to identify their particular skill level. These skill levels are wage related and start at C14 (a person with minimal skills) and rises to the level of C1 (a fully qualified engineer). These skill levels also relate to pay levels with a qualified tradesperson C10 receiving 100% of the award wage, a C14 receiving 78% of the award wage, and a C1 receiving up to 210% of the award wage.

Under the new curriculum, there are over 60 National Mechanical (NM) Modules for the Mechanical stream, over 70 National Fabrication (NF) Modules for the Fabrication stream, and more than 130 National Electrical (NE) Modules for the Electrical stream. (Further information on these modules and their content

can be obtained from the Department of Labour or the Army College of TAFE) From these modules, an employer or employee can select various modules that best suit their needs, and ask the TAFE provider to conduct training courses in these modules. To become a qualified tradesperson in the Mechanical Stream, a trainee must complete 11 NBB core modules and a minimum of 13 other modules. These 13 modules would normally be selected from the NM Modules, however, up to 4 modules may be chosen from another stream.

The Metal Trades wing at the Army college of TAFE commenced teaching the new syllabus in 1991. The new modules being taught at the Army College of TAFE were decided upon by studying the Army training requirement, and what modules suited that need. Some modules have been developed at the College to fulfil the Army requirement. These modules have been accredited by the State Training Board of Victoria.

Under the new curriculum, the avenue is there for adult tradespersons to complete an accredited trade course. The avenue is also there to align accredited trade modules to some army trade and promotion courses to the new curriculum. A soldier would then have an incentive firstly to remain in the Army to achieve a higher level of trade training, and when discharged, will have the accredited courses to obtain gainful employment. It is unfortunate that in some trade streams in the Army, a tradesperson may reach the rank of WO1 and be an artificer however upon discharge she/he may discover that the only trade qualification recognised by industry is a basic trade certificate. Some Corps are presently seeking recognition and accreditation for courses conducted in Corps Schools.

One important aspect of all trade training, is the need for the Apprentice or trainee to obtain On the Job Experience (OJE) in all completed modules throughout the remainder of their apprenticeship or traineeship. This is an important responsibility of all establishments that receive apprentices/trainees after their initial training to enhance their skills.

Training within the Army has entered an exciting new phase. We at Army College of TAFE have taken up the challenge to keep the Army at the forefront of trade training in light of the new national curriculum and the formation of a National Training Board. We extend an invitation to interested people to visit us at the college to acquaint themselves with the latest changes.

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RAEME RUGBY UNION INAUGURAL YEAR 1991

by LT Col BUCK JONES

As reported in the Spring edition of the Corps Liaison Letter this year saw the formation of the RAEME Rugby Union, the first Committee Meeting being held at Moorebank on 13 September 91. At that meeting a program of activities was decided for the next 12 months and this is listed in Table 1. A budget was drawn up to fund these activities which will require the financial support of the corps as a whole.

The committee also drafted a Corps Instruction to authorise the operation of the RAEME Rugby Union and this is currently being considered by the Corps Committee. Authorisation and affiliation have already been given by the ADF Sports Council and the Army Rugby Union.

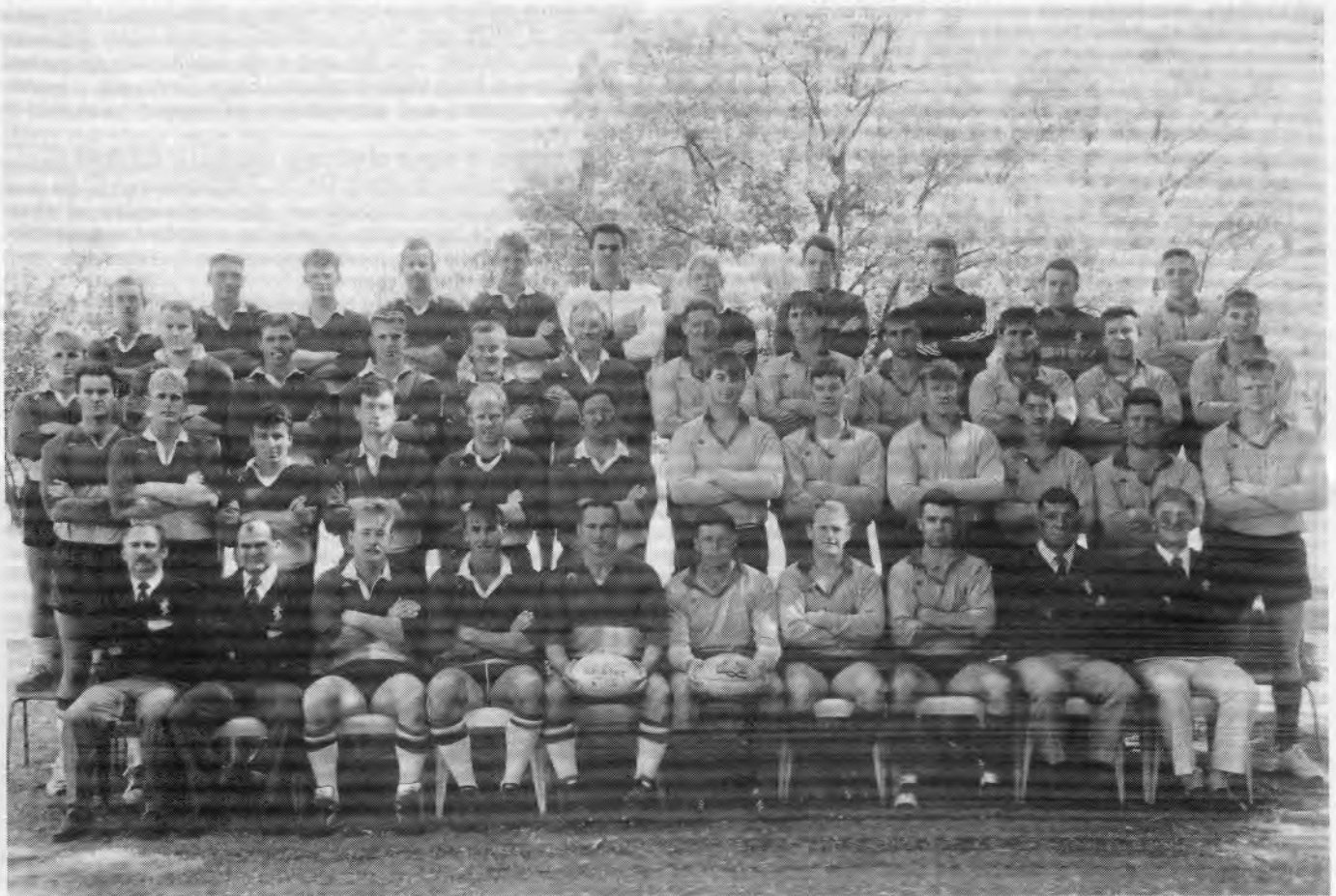
Membership is open to all corps and associated personnel with the \$10 yearly subscription fee being used to fund rugby development courses and fitness testing programs within the corps. A membership form is enclosed.

Equipping and outfitting of the Corps Representative Rugby Squad will be funded through the sale of sporting and leisure apparel featuring the RAEME 50 Logo. The Corps Committee has loaned the Rugby Union funds to seed this marketing venture, and we ask for the support of all RAEME units by considering our products for unit PT and sporting team uniforms. The first products in this range should be available for purchase by RAEME Birthday.

The Corps Committee has also agreed to fund presentation



RAEME's Emerging Player of the 1991 season Mark Gurney wins lineout ball for the 2nd XV in the game against RAE



RAEME RUGBY UNION CONTINUED

items of the October 92 UK Tour and we thank the Corps Committee members for their confidence, support and encouragement.

Obviously return air fares to the UK for our planned 35 member squad (30 players, one referee, and four officials) is our most expensive budget item. We plan to meet the estimated \$2000 cost per person through a four-tiered (\$500/person/tier) approach. A major corporate sponsorship is being offered to fund the first tier, and a proposal has already been prepared and presented to a major Australian Corporation. At the time of writing we have had encouraging verbal feedback but no firm commitment.

We are seeking 35 individual \$500 sponsorships from contractors Australia wide to fund the second tier; and 35 individual \$500 sponsorships from RAEME units, messes and sports/social clubs to fund the third tier. These sponsorships will require the support of commanders, PMCs, etc, throughout the corps; and on behalf of Brigadier John Kingston, the Patron of the RAEME Rugby Union, I ask for your assistance.

Players and officials selected in the Corps 1992 Representative Squad will contribute \$500 of their own money to fund the fourth tier.

Many may feel that 30 players is excessive, and we will reduce the number if unable to raise sufficient sponsorships, however that is the maximum that REME as the tournament organisers have set. Consider that the tour format is, two acclimatisation games after arrival, followed at the end of the first week by the EME International Tournament involving each team in three games over three days. If we are to win this tournament as planned we will need all 30 players. The second week will involve local tours for social games from the tournament venue at Arborfield, where the squad will be accommodated at no expense throughout.

It is an ambitious program for such a young union. But 50th Anniversaries come only once in a life time and with the support

of the corps I believe we can take out the EME Rugby World Cup next year, as the Wallabies will the Rugby World Cup this year.

Our results in this year's Inter-Corps Challenge Matches were encouraging. The corps 2nd XV were successful in both their matches, defeating Infantry 12 - 4 and Engineers 14 - 0. This team consisted of mostly young developing players led by two

more experienced "old hands", Paul Woodbury and Red Hynds. This team also had to back up as reserves for the Firsts as we were short on numbers in the squad to select two complete teams including replacements. Many of the young players showed improvement under coach Peter Scott, however it was second rower Mark Gurney who was awarded the "Emerging Player" trophy at the end of the tournament.

The 1st XV met with mixed results in their games. They went down to Infantry in their first game 26 - 3, after a three all score line at half time and being only 7 - 3 down with 15 minutes to play. As anticipated the Infantrymen fielded an exceptionally strong pack of forwards. Towards the end of the match they tightened up their game and played 9 man rugby. This allowed them to dominate our now tired, smaller pack and so score most of their points.

However there were many positive points for us to take from the game. Our backs were definitely superior in both attack and defence, but with still more improvement to come through development of combination and confidence. Also, the forwards were able to win our own ball in both scrum and lineout when they concentrated; but it is in support play in the tackle and at rucks and mauls where we need to select better options. This is where, with coaching and experience, we look to future improvement against physically stronger sides.

Winger Dean Taylor won the "Best Player" award for the match with an exceptional defensive game. But it was a

disappointed DGEME, the issuer of the challenge to the Director of Infantry for the game, who presented the Challenge Trophy to the captain of the RA Inf side.

The game against the Engineers saw a different result however. RAEME outplayed them in all facets of the game to win 28 - 4. Five-eighth Cowboy Ryan had an excellent game, he



DGEME Brigadier John Kingston presents the RAEME - RAE Rugby Challenge Trophy to Bernie Byrne the captain of the 1991 RAEME team



RAEME 1st XV captain Bernie Byrne leads his team off after defeating the RAE team at Moorebank on 19 Sep 91. Behind him on the left is Dean Taylor, Man of the Match in the 17 Sep 91 RAEME v RA Inf game. And behind on the right is Cowboy Ryan, the Player of the Series

RAEME RUGBY UNION CONTINUED

received the "Player of the Series" award largely for this performance, implementing to perfection the team's game plan devised under coach Al Kelb's direction. A smiling DGEME (see photo) presented the Challenge Trophy to RAEME captain Bernie Byrne after the match.

All RAEME Rugby Squad members are issued with an AIS designed 12 month personalised fitness program, courtesy of the NSW Rugby Union, to prepare them for next year's UK Tournament. This is the same program followed by the NSW and Wallaby Squads this year. Progress on the program is monitored by a bimonthly fitness test.

This inaugural year has been a very successful start for the RAEME Rugby Union. However we know that there is still untapped talent among the corps over 4000 members. We need that talent, both on and off the field, if we are to ensure success in 1992 against REME and RNZEME, both the champion corps sides in their respective armies. And in 1993 we have as our aim the defeat of RA Inf, so that we can claim the same rugby status as our sister corps.



RAEME 2nd XV captain Paul Woodbury leads his side on for the game against RAE

TABLE 1 RAEME RUGBY UNION ACTIVITY SCHEDULE 91/92

1. 13-16 September 91



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1st Development Squad – Fitness Tests 1
1st Committee Meeting
2 17 September 91
RAEME A and B V's RA Inf A and B – Moorebank
3 19 September 91
RAEME A and B V's RAE A and B – Moorebank
4 15 November 91
Fitness Tests 2 – Regions

5. 31 January 91
Fitness Test 3 – Regions
6 10-12 April 92
2nd Development Squad – Fitness Tests 4
2nd Committee Meeting
7. 14-16 July 92
3rd Development Squad – Fitness Tests 5
3rd Committee Meeting
8. 17 July 92
RAEME A and B V's RAAC A and B – Brisbane
9. 20 July 92
RAEME A and B V's RAA A and B – Brisbane
10 26 September- October 92
Touring Squad Camp – Sydney – Fitness Tests 6
11 2 October 92
Depart for UK
12 18 October 92
Return to Australia
13 27 November 92
Fitness Test – Regions 7

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RAEME IN FNQ

by LT R.N. FRANCISCO

The RAEME Birthday celebrations held in Townsville in late June this year, caused much discussion about RAEME in FNQ. Currently posted to the 51st Battalion, Far North Queensland Regiment, are Lieutenant Rod Francisco and Sergeant Lance Jackson. This is Jacko's fourth year here and he is due to move. Lieutenant Francisco is only marking time due to the demise of 22 Const Sqn Wksp. To most people, a posting to Cairns would seem to be idyllic and relaxing – well Cyclone Joy and the unit's activity programme have certainly thrown that out the window.

The unit itself is a highly active Army Reserve unit, with an approximate posted strength of 480 and about 30 ARA staff. Quite a large number of people, but then again, the unit's AO and outstations are spread from Cairns to Mt Isa, throughout the Gulf and Cape areas, into the Torres Strait. An AO of approximately one and a half times the size of Victoria, where the wet season precludes any land based movement as seen by the floods in the December – February period. Whilst this AO does provide a great restriction on the operations of the unit, it does make the repair and recovery planning somewhat interesting and original. The biggest problem with planning is that although the unit's operational side is always going, the EME staff (due to employer restrictions) are not – there begins the problem.

With the introduction of the new equipment into the unit, like the RFSV, Steyr, boats and HF radio, there is a sight of relief as such workhorses as the Toyota Landcruisers depart, but the maintenance burden still exists if not increasing. This is against a moderately small Tech Spt P1 that is slowly growing in numbers, but will never be big enough to adequately meet the task – a problem that is recognised, but with every other unit in a similar situation, there is no readily available solution.

From the Tech Spt P1 side of the house, they have been busy preparing for the introduction of the new equipments, particularly the RFSV, as well as providing EME support to all courses, most notably the May Courses Camp held at Cowley Beach and the Patrol Drivers Course based out of Cairns. Apart from courses, there are a number of other unit activities such as patrols, that require EME support, particularly in the pre and post exercise administrative phases. From my position, I am not OC Tech Spt P1 as that position is held for an ARes WO, but in fact am employed in the Assistant Adjutant position to provide me with some Regimental experience. Although most people would consider such a posting a 'swan', and it does have its benefits, there is a heavy workload for all in the unit so it is no 'cruise ship/holiday resort' lifestyle. I will continue to stand by this, despite the accusations being laid against me by my fellow 'subbies' in Townsville.

The ARes manning, as mentioned, is slowly growing in both quantity and quality. Currently we have CFN Dave Keonig working on FTS to help with the introduction of the RFSV. Despite claiming to be just a VM, Dave has quickly learnt that when you're it, you don't have much choice. Other notable members include SGT Frank Glynn-Armstrong (ex ARA, ex 102 Fd Wksp), a suitably qualified 'Fitter' who is working hard on developing training for the introduction of the Steyr, with some assistance given by WO2 Mark Hughes, ASM 2/4 RAR. The latest addition (well soon to be) is SSGT Bruce Sansom of 2 Fd Sup Bn, a keen person looking for a job to do – well we've got one for him alright.

Well, this just about sums up Tech Spt/EME elms of 51 NQR. It is no holiday by any means and any person lucky enough to be posted to the region will find it demanding, challenging and rewarding. Have to go now as the sun is high in the sky and time for some winter sunbathing on those white beaches under the palm trees.

ORPHAN ANNIE, OR 7TH SIGNAL REGIMENT (Electronic Warfare) RAEME COMPONENT

The 7th Signal Regiment (EW) is located at Borneo Barracks, Cabarlah, approximately 20km north of Toowoomba on the New England Highway. Although a RASIGS unit, it has a fairly strong RAEME component.

The workshop, formed on the amalgamation of 7 Sig Regt and 72 EW Sqn in late 1989, comprises a Captain and 42 OR positions with the Corps breakup as follows:

- RASIGS – 23 OR,
- RAEME – Captain and 14 OR,
- RAAOC – 3 OR, and
- RAE – 2 OR.

The Workshop is divided into three sections, these being:

- Technical Support Section, containing the Veh Mech, Elec Fitter and Fitter Armourer trades;
- General Support Section, containing the Carpenter and Elec Mech trades; and
- Electronic or Base Repair Section, containing the Mech Radio, Tech Elec and Tech Cypher trades.

The vehicles operated by the unit range from the usual CL vehicles, through the Series III and Series 110 Landrover and UNIMOG range to tractors and towed sweepers. The generators requiring maintenance cover the range from the humble 500w charger to the elderly 62.5 kva system, and are deployed over most of northern Australia. Mechanical maintenance is managed and supervised by the RAEME Veh Mech SGT, a position currently filled by SGT G. Dowling.

In the general support area, work can range from the construction of temporary transit crates to the renovation of a building to serve as a Chapel for a newly enlisted Padre, with anything in between being possible.

The electronic equipment maintained is in the communications area, but is primarily low population specialist equipment. Some of the radios encountered date from the Korean War era, with state-of-the-art electronic warfare systems filling the other end of the spectrum. The Base Repair Section has two WO2 positions, one soon to be filled by WO2 Art Tels, the other filled by RASIGS WO2 STT. The equipment operated by the unit is deployed in support of various exercises and formations, and ranges from a small detachment capable of being dropped in with 3 RAR to mobile equipment deployed in support of 6 Bde.

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EXIT SAWB — ENTER BNE LOG GP

by Lieutenant PETER LOVE

Well here we are back again with, you guessed it, another name change. As of the 02 September 1991 the Support Area Workshop Battalion ceased to be after only fourteen months in existence.

The group of sheds and buildings is still nestled on the bank of the Brisbane River and the picturesque setting still remains; however the aura of prevailing calm has been somewhat disturbed by the raising of a new beast – the Brisbane Logistic Group.

The Brisbane Logistic Group has been formed as a result of the Army's many initiatives including DRSR, FSR, DLPR and Wrigley Report. Ultimately, our job is to provide the best defence that Australia can afford and in our case the best logistic support to the Army. Sometimes that means changing the way we do things, hence the amalgamation of Logistic Units. The formation of the Bne Log Gp will provide the necessary cutbacks in manpower and overall cost saving to meet the needs of the Force Structure Review as well as still being able to provide the high level of Logistic support that was available in the past.

Well, what makes up the new Bne Log Gp? Firstly, of course, is Spt Area Wksp Bn located at Bulimba, then there is Brisbane Logistic Bn (old 11 Sup Bn) located at Meeandah and Banyo, the supply elements at Gaythorne and Ashgrove Logistic Coy as well as some logistic staff positions from HQ 1 MD. As you can see there are many inherent problems associated with the formation of the new Log Gp. No one location is of sufficient size to accommodate the new units, therefore, it will remain spread all over the Brisbane area for the short term future. The difficulties that have arisen from the geographical distance between work localities are to be solved as they are identified by the enthusiastic staff of the new Logistic Group. This is indeed an exciting and challenging time for all members. Eventually it is hoped that the Group will be re-located to a 'Greenfield' site somewhere in Brisbane.

The control of Bne Log Gp is centred in Bulimba with works to be carried out to accommodate the combined Headquarters and administrative support elements needed to run such a complex unit. The reins of the new unit have been handed over to Spt Area Wksp Bn's old CO (that is 'old' as in past tense not age, sir!) as well as a promotion to full Colonel. The org chart at figure shows the structure of the new group. Under the Commander's direction are four SO1 LTCOL equivalents which

control the four branches of the Log Gp RACT, RAAOC, RAEME and a civilian officer). These officers will manage the following branches are respectively:

- a. Management Services Branch,
- b. Logistic Operations Branch,
- c. Principal Items Branch, and
- d. General Stores and Services Branch.

These branches have been developed to maximise the effectiveness and efficiency of the new unit as well as to include the principles of the fleet management. The proposal also includes some 40 ARes positions.

It is interesting to note that the deployable element that was formed with the Spt Area Wksp Bn will remain. It has now become even more flexible as all equipment and maintenance support will all be controlled from under one roof. The tailoring of the support can easily be modified to suit the operational situation. The NORBASE series of exercises will continue to visit and assess the ability of the deployable element to intergrate into the local infrastructure and so provide the best and most efficient support possible no matter what the operational situation.

The job of amalgamation is no easy task and progress is being made. The restructuring process is underway with work areas and stores for the new establishment being relocated into their new areas at Bulimba. The rate of development of the Bne Log Gp will depend upon directives from Log Comd as well as the works and systems programmes that will need to be implemented to accommodate the new members into the Bulimba area. All this is being done while still maintaining productivity and support to dependant units.

There is still much to be done before the Brisbane Logistic Group is fully formed. We have a group of Logistic professionals who possess the talent and motivation to establish the new unit with the minimum of difficulties. The future holds a very exciting and challenging time for all members of the Bne Log Gp and with dedication they possess the goal of achieving an effective and efficient Logistic Group should be easily attained.

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Greek Crete Epic

On 13 May 1991, one hundred and three Army personnel left Australia for Greece to commemorate the 50th Anniversary of the Greece - Crete Epic.

Being chosen to go on this trip had to be one of the highlights of my career. There was also some family ties, as my great-great Uncle was killed at Suda Bay on the island of Crete, which we visited for a parade. I was able to find his headstone (enclosed photograph). Interestingly, he was killed the same date I enlisted in the Army.

The journey started with a wonderful Hercules flight to Sydney for five days of preparation, ie drill. Also, we had several lectures relating to Greek culture and the campaign. The time passed as quickly as drill allows.

The next step in the journey was the start of a trip covering three quarters of the world. The first stop was Hawaii staying at Waikiki. We stayed just under a day, our first taste of the USA. After Hawaii, and a ten hour flight, we arrived at Dova Air Force Base near Washington DC. Spending three days there, including a day trip to Washington DC was very enjoyable.

Arriving in Athens was an experience, with a population of four million people, I was sure they were all on the roads. It is a definite eye-opener to see a totally different culture. It makes you appreciate Australia.

Our first parade was at the Commonwealth Allied Forces Cemetery. It also was our first chance to see and meet the Veterans. The Veterans were a big highlight for me. Their attitude or "Anzac Spirit" was impressive and of course they were all keen for a beer and a chat.

The next parade was a march past "The Unknown Soldier" monument in Athens with a rousing reception plus three cheers from the Veterans. The time in Athens passed quickly as we were always busy with rehearsals, parade gear preparation and the occasional tour.

The next day we took a short flight from Athens to Iraklio on Crete. It was 'picture post card' stuff. More orientated for the tourist, and the very relaxed lifestyle of the locals made for a welcome change. That evening a parade, followed by a march past with an even bigger response, certainly brought everyone's chest out and shoulders back. After the parade a function was held where Aussie and New Zealand Veterans and Soldiers mixed with the local villagers, getting to taste local wine and food.

A bus trip the next day to our accommodation for the remaining time on Crete. We stayed at Namfi NATO Base, which was closest to Hania. Being able to spend a few nights in Hania, sampling food and wine was a big plus. Cafe after cafe with endless supply of fresh seafood and salads, plus of course, beer and wine.

By this stage the Veterans were looking a bit worn out, as their schedule was more demanding than ours. It is a credit to them that they still battled on.

The next parade proved to be our longest, two and a half hours, but the march through the town of Misseria proved to be the best. The street was packed and the people on the balconies were throwing flowers at our feet. Great stuff.

Suda Bay was our next venue. A Guard of Honour was formed using Aussie and New Zealand soldiers and sailors for the Veterans to march through.

All memorials and cemeteries were in impressive condition, with colourful gardens all surrounded with Australian Gum Trees.

The final day before departing Crete, ten of us travelled to the opposite side of the island to Sfakia. In 1941 the 7th



Battalion marched to Sfakia for evacuation, only to find their transport was full, and to be captured by the Germans and marched back across. The bus trip took close to three hours, three hours of endless narrow, winding roads with spectacular views all around. A small service was held at Sfakia, and being our final parade, we stayed and had lunch, a quiet drink and took in the scenery. One final huge night in Hania, and we said goodbye to the Veterans and to Crete.

Our return journey had us overnight in the United Kingdom at Brize Norton, near Oxford. Sampling several different ales, a good time was had by all. Then to the USA to the McCord Air Force Base near Seattle, and four days to spare. A hire car - no problem, the driving a different story. A trip to Vancouver was definitely on. Feeling homesick, I could only just bear one more night in Hawaii before returning to Sydney and a nice Hercules ride in two days time returning to sunny Townsville.

Seeing the country that the allied soldiers and local villagers fought in against overwhelming odds, with very little supplies or communications, you can start to appreciate the relationship the Veterans have with the locals. Greek hospitality was proof of how the villagers felt about ANZACS.

**World Traveller
CPL GREG CAREY**

2/10 Medium Regiment TST

Artillery in Victoria has experienced many significant changes in 1991

by CAPT FISHER

Avenue the other at the Geelong Depot. (90 km apart).

The amalgamation of 2/15 Field Regiment and 10 Medium Regiment on the 1st April, 1991 was recognised by a formal parade on April 6. The Reviewing Officer was Commander 2MD MAJGEN Glenny, RFD, ED together with the parade host, LT COL Buckridge, a past CO of 2/15 Field Regiment.

Emerging from this organisational change is 2/10 Medium Regiment. Whilst this is a general reserve unit, key postings are held by ARA Cadre Staff.

CO-Lt Col Forster
BC HQ BTY, OPSO, TRG OFFR - Maj Stitz
Adjut - Capt Hill
RSM - WO1 Hansen
QM - WO1 Carroll
SMIGs - WO2 May, WO2 Hayes, WO2 Reimers, WO2

Degenaro

TST - Sgt Cleasby-Jones and Sgt Taylor

Major equipments:

5 x M198 155mm Howitzers
11 x M2A2 105mm Howitzers
9 x Macks - 6 Gun tractors, 2 Ammo Carriers, 1 Wrecker
9 x Unimogs - 6 Gun tractors, 3 GS
2 x Workshop L/R 2A
numerous variants of L/R 110

The regiment is dispersed over five depots:

Batman Avenue (Melb) - HQ Bty,
Dandenong and Baxter, 22 Bty,
Geelong and Colac, 38 Bty.

TST is comprised of two workshops, one located at Batman

New (to the regiment) TST personalities are:

Capt Fisher OC TST
Sgt Taylor Cadre (Batman Avenue)

Our new establishment although as yet not ratified by Canberra comprises a peacetime manning of 26, 22 of which are filled. Most of our people are qualified for the positions they occupy, although there is a need for M2A2 and M198 qualified fitter armourers. Our personnel shortage is mainly in the clerk technical area.

Other than providing Bty section support, TST has also flown the flag at three AFX's during 1991. The regiment has experimented with two separate 9 day exercises compared with the usual 14 day AFX. Subsequently HQ and 22 Btys had their 2 x 9 day AFX in March and September. HQ AND 38 Bty had their 1 x 14 day AFX in May. The three exercises were the result of planning from what had been two separate regiments, however, TST was able to show that it could support all three activities.

TST members have also participated in numerous regimental courses obtaining cross training in signals and vehicle driving.

At the end of the year the regiment is being visited by MAS or in artillery terms TST is having its ARTEP. Being a general reserve unit with limited labour and equipment resources TST relies on the resources of Broadmeadows Logistics Battalion for much of the repair and inspection work normally completed by an ARA TST.

Next year will be TST's year for consolidation. It is intended to gain technical qualifications for personnel on the regiment's specialist equipment, complete the reorganisation of the workshops and finally complete the knitting of two separate TSTs into one fully manned, cohesive and viable TST.

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TRADE REPAIR OPERATIONS IN THE NORTH

REPAIR PARTS COMPANY BRISBANE LOGISTIC

by Captain TONY JOHNSTON

Introduction

The conduct of army activities in Northern Australia has been the topic of many papers and studies over the years. The Wrigley Report emphasises the need to concentrate Defence resources to this region and has resulted in army doctrine being amended. Further, initiatives within the defence forces of late, finds a total restructure of assets through FSR with heavy concentration of men and assets planned for northern locations.

Past Activities

The conduct of operations during K89 brought out just how difficult our country is to defend even during low level contingencies. This of course was already known and of little surprise to anyone. The logistic support required for the division in the field, spread from North Queensland through to North Western Australia, high-lighted the difficulties that will be encountered during warlike operations. Support to K89 continued for many months after the field phase finished, at base repair facilities around Australia, where unit equipment which became unserviceable was repaired. Extensive repairs were carried out, on unit vehicles in particular, which for convenience were held over till after the exercise. During real conflicts, over an extended periods, could we have waited this long?

The answer is obviously no! A real contingency may develop which could extend over many months. The need for a base repair facility closer to the AO would come to reduce the time delay resulting from back-loading tasks to regional base repair facilities in southern capital cities. Again this need was of no surprise to anyone at the time of K89 but no logistic organization catered for forward base repair support.

Aim

The aim of this paper is to highlight the need for base repair support to operations conducted in the North and discuss possible modes of operation.

Support Area Workshop Battalion

Born from the experiences of K89 (and probably from ideas kicked around well before that activity) and in conjunction with logistic reorganization in Brisbane during 1990, the Support Area Workshop Battalion was formed from the previously known 1st Base Workshop Battalion.

This was not just a name change for with the new unit came a new role in addition to the unit's previous role. In addition to providing base maintenance support to Brisbane depot stocks and unit equipments in South Queensland the new unit is required to provide an element of up to 100 personnel that could be "deployed" into a civilian environment anywhere on the Australian Mainland.

The element is responsible for providing base repair facilities in the ASA, or even inside the AO, while the remainder of the workshop back in Brisbane continues its home repair functions.

The element is not intended to operate in a field force environment as such. It has no defence capabilities, nor field equipment to take with it and will remain under command of the GOC Log Comd. The idea is to place RAEME tradesmen supported by RAAOC repair parts personnel into a suitable city or

town and provide base repair support to the AO through an appropriate pool.

The support can be provided by a number of methods depending on the type of repair required and the availability of facilities and expertise within the civilian locality.

Base repair support to the AO could be achieved with minimum fuss by concentrating on trade repair using the civilian repair agencies available as much as possible. If necessary, the civilian trade repair manpower and/or equipment can be supplemented by the deployable element's assets and actually set up a base repair facility in existing available space within the city or town.

Yes, but Where?

It should be obvious that Northern Australia does not provide a civilian infrastructure with large scale populated areas and repair facilities. The choice of city or town for the deployable element would largely depend on what exists in the location at the time and the AO. During K89, such a deployable base repair element may well have been sighted in Darwin however this may not have been suitable as it would have been too far north and well inside the AO. Another likely site may have been Katherine NT, a position more to the rear of the AO and geographically suited to the MSR south.

Selecting the most suitable site by knowing exactly what is available at the time from the civilian environment largely dictates the size and composition of the deployable element. To this end, the Support Area Workshop Battalion conducted a TEWT during the period April to August which involved all officers and SNCOs from within the workshop and included RAAOC officers from the Bne Log Bn. The exercise named NORBASE 91 was designed to visit three likely locations in Northern Australia and develop a modus operandum for the deployable element in each of those locations.

The locations chosen were Mt Isa, Tennant Creek and Katherine/Tindal areas.

Mt Isa

Mt Isa is situated on the Leichhardt River in Northern Western Queensland. Located 780km (915km by road), 1300km from Darwin (1632km by road) and 1560km (2500km by road/rail) from Brisbane and is tropical Australia's largest inland city. Its most important characteristic is the support to the mining industry in the region. Mt Isa Mines Ltd (MIM) has been operating in the region since 1931. The population of Mt Isa is around 25000 mostly from migrant stock representing some 59 nationalities. 'The Isa' has become a popular tourist destination on inland routes.

The city is well serviced with all the needs of a modern city providing good water, power and fuel, medical and other needs. A full range of Telecom services is provided in the city and in addition Mt Isa has two radio stations and television stations.

Mt Isa is well-served by rail. It is part of the State-Wide Queensland rail network that provides passenger and freight services. The city is on the Flinders-Barkly Highway which is the major State Highway from the coast (Townsville) to the Northern Territory. Mt Isa has a modern airport operated by the Federal

TRADE REPAIR OPERATIONS IN THE NORTH - CONTINUED

Airports Corporation with a Civil Aviation Authority flight service office. Mt Isa is served by the major airlines with regular flight services from Brisbane, Cairns and Darwin.

Within the Mt Isa district there is a wide and varied array of commercial trade outlets all capable of repairing a large portion of any army requirements. All three vehicle fleets as well as general engineering equipments can be maintained from the area. Of all outlets, by far the best equipped is Mt Isa Mines Ltd with its own maintenance facility (MIM) capable of manufacturing any part which cannot be provided at ready notice from the city's outlets. MIM operates its supply and repair facilities based on the MINCOM System. An updated version of MINCOM system is being considered by the ADF as a tri-service replacement for current systems. Discussions with management to the mines revealed a co-operation agreement could be reached where army could utilize their facilities both within the workshop and repair parts system.

Considering the extent of facilities available from the MIM and city of Mt Isa it was agreed that a deployed element could be placed in MIM alongside their tradespersons and support an AO to the North with little difficulty.

Tennant Creek

The township of Tennant Creek is located on the junction of the Stuart Highway and the Barkly Highway. With a population of around 3500, the town's major industries are pastoral, mining and tourism. The town has no rail service. It has a good all-weather airstrip but no regular air service to the town except a daily light air postal service. The town has few surplus infrastructure facilities and cannot provide much in the way of trade support.

For a site as a northern base repair facility Tennant Creek offers little except its location. For a deployed element to operate from this location, a considerable amount of effort would have to be put into either building a base repair facility or to extend existing facilities. A large reliance would be placed on holding stocks of parts and resupply from road/air.

Katherine/Tindal

Katherine is on the junction of the Stuart Highway and Victoria Highway in the Northern Territory and has a population of around 9000 people. The city is sighted on the banks of the Katherine River, a major obstacle in the wet. The city has well developed civil facilities and infrastructure. Twelve kilometers south east of Katherine is RAAF Base Tindal, home to 75 Squadron equipped with FA18 aircraft and a well developed base support facility.

As a consideration as a base repair facility, the RAAF Base at Tindal was immediately discarded due to the heavy activity that would be apparent during operations in the north. The base is well equipped so serve all repair needs however no equipment or

facility could be made available for the workshop use. Probably closer to the truth is that a deployed element from the workshop would not gain access to the base during a contingency. A pity really as the RAAF Base Tindal facilities and amenities looks closer to a Mirage Resort than a military base!

The city of Katherine can offer an extensive array of repair facilities, however contrary to local assessments, no facility in Katherine could cope with the volume of work army would generate from northern operations. The civilian trade facilities in the city would need significant supplementation from the deployed element's assets. One likely method of operations in Katherine would be to place RAEME Tradespersons alongside the civilian utilising the existing facilities and space.

Conclusion

Under the present peacetime situation, it is unlikely that the deployed element will be fielded. In addition, a forward base repair function would not be put into practice unless any northern conflict was extensive and continued over many months. However the fact remains, the longer any operation continues across the northern regions of Australia the more economical and logical the deployment of an advanced base repair facility becomes.

Forward base repair support to operations in the north over shorter periods would, however, include trade repair functions being considered where the civilian facilities can cope. This would reduce costs in backloading equipment to Brisbane, improve the availability of equipment and save deploying valuable military manpower.

NORBASE 91 confirmed that the workshop can perform a forward base repair function in the north in some form depending on the location chosen. Future plans will see consideration to other likely sites being given in FNQ and WA.

With the future of the army in Northern Australia based on proposed FSR initiatives, ie the relocation of men and assets into the region, could we see a future base repair facility up north, albeit an expansion of NQ Wksp Coy?

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162 RECCE SQN TECH SPT TP — 1991

by CAPT A.S. DRAYTON

Last year at about this time I wrote an article that appeared in the RAEME CRAFTSMAN, Nov 90 edition. My story in hindsight, may have appeared to some of the old and bolds, to be a collection of "first year funnies", probably similar to those experiences many of you would have had yourselves. Well this year I decided that I would like to write a follow up story. Initially, I considered writing a "unit brief" just for something completely new, however I quickly rejected this plan. Having sat and thought for half an hour I realised that I had enough material for a collection of "second year funnies". As a result this is the way things went at 162 TST this year.

The year started at a fast and furious pace with troop deployments followed by the annual 1 Aviation regiment exercise held at Greenbank. The TST, being half of the squadron strength, made a significant contribution to becoming the Regt's "champion squadron" for the second time in a row and thereby retaining the prized "Griffin". Not only did the Sqn win the Griffin, it won the tug-o-war competition and without doubt it won the "most original and hilarious skit" competition at the Regt review. Cpl Greg Carey reached instant megastar status after impersonating the RSM, and he got away with it!!

Once again the troop got stuck into a heavy workload, with 4400 hours flown during the 1990/119 financial year — we had no choice but to knuckle down and get stuck in! more troop deployments and a squadron deployment (in which the OC TST managed to refrain from playing charades during stand to) and before we knew it RAEME Birthday had come around. I had graciously been volunteered to participate as a guard commander on the parade by my ASM "Sandles" Johnson, in my absence. Therefore not wishing to deprive any of my troop of the chance to get involved in such a rewarding event my whole troop and the ASM took part too! After all, it's all part of soldiering in the ODF!!



Cfn Mickey Davies (a dirty stinking VM) gets as close to flying an aircraft as he ever will!!

The parade went extremely well and the official guests were well impressed by the precision drill displayed by the "Brotherhood".

The RAEME Birthday itself had somewhat of a dry taste to it, not necessarily because of our North Queensland weather. The troop competed in the potted sports and tug-o-war competitions and almost managed the double by winning the potted sports and coming second to B Sqn 3/4 Cav in the tugging department. (I've always said that Cav guys are good tuggers!!)

A number of adventure training activities were conducted during the year by the sqn, of course the major organisers and participants were TST members. The most significant activities included a canoe trip down the Burdiken River — trust me guys there are no crocs — just follow me! I must admit that after three days paddling a canoe with Cfn Kiwi Rigby (whom I am now convinced is autistic) and 80kms later, a canoe is no longer number one priority on my shopping list.

The ASM and SSGT Bloo Howard took some of the guys on a trek along the east coast of Hinchinbrook Island, supposedly one of the most brilliant treks in the world (if one could ever describe a trek as brilliant). Anyway the five day trek, was from all accounts, a big success; many hills were ascended and many fish were caught. I'm not too sure how many hills the ASM or Bloo tackled given that they took their boats as

"Safety" boats!!

The other activity conducted was a camel trek in the Northern Territory. Twenty-five experienced the pleasures of cameleering first hand. After a three day drive from Townsville to a place 80 Kms south of Alice Springs we were truly ready to get out of our vehicles. After a five day trek on the backs of camels, and 170 Kms later, we were well and truly ready to get back in our vehicles!

There were a number of highlights of the trip, a visit to Ayers

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162 RECCE SQN TECH SPT TP CONTINUED

Rock and the Olgas, a guided tour by our Host, Mr. Noel Fullerton, of numerous aboriginal sacred sites, and a game of camel polo were but a few.

The lowlights were the loss of skin from ones rear-end and the loss of hair from one's calves and thighs, and having to put up with the disgusting breath and flatulence - and I'm not talking about Cfn Wally Wallace. (As for him if I could produce smells like he can, I would apply for a job with a circus).

One thing I did quickly realise was that I am eternally grateful for not being born a camel having seen the way guys like LCPL "Jacko" Tresize beat the living daylight of his beast. I'm also glad that I'm the boss! All in all the camel trek was an excellent trip and well worth considering as an option for adventure training. If anybody has any enquiries about the trip give me a call.

Of course, the TST had its annual troop relaxation day on Magnetic Island, again the weather up here in the north being perfect in July, although it was probably a little dryer than normal. As a result the day was a little low key, however we took the opportunity to farewell a couple of the troop personalities. Cpl Colin "Killer" Kilmaster took off on 12 months LWOP in search of himself, right, and SGT Mick Bingham went off to devote his entire existence to drinking beers!

The 2nd annual TST Tin-man competition was won by Cfn Kim Veness after a fine exhibition of devouring cold meat pies, soggy saos biscuits, sardines smothered in chilli sauce, and what looked like a molatov cocktail. (I'm just glad that I didn't have to eat the saos).

Against the TST has had a large turnover of personalities, some of the guys to leave the troop were:

SGT Steve Tilbee - 5 Avn Reg, leaving us with Errol Dooley in charge of EIR - oh weep!

SGT Spiro Leinster - Oakley Wsp Bn, to growl at some poor unsuspecting trainees,

CPL Spike Peile - another one caught up in the mass migration to 5 Avn Regt Wksp,

LCPL Dave McMillan - to ADF Helo School to impress more with his whale impersonations, and

CFN Peter Lanthaller - gone to teach 5 Avn about all things Admin!

The end of this year will also bring about some changes, I will be leaving and Capt Peter Schofield will be taking over the reigns. WO2 "Sandles" Johnson, ASM, will be crossing the great divide to join 5 Avn Regt and SSGT Bloo Howard will be taking over as ASM. CPLs Greg Carey and Paul Gibson are migrating south to the ADF Helo School in Canberra, and boy are they in for a cool surprise.

Anyway the year has almost drawn to a close and my time



Jacko finally teaches his beast who's boss!

with the troop is rapidly coming to an end. In my brief spiel last year in the Craftsman I said that I had had my most rewarding 12 months of my career - well - I lied!!

No, just joking guys, my second year has been just as good. I believe that the troop has performed extremely well over the last two years and I would like to take this opportunity to thank each and every one of the guys I have served with.

I can honestly say that of the sixty-odd (some very odd) personalities that have drifted in or out of the troop, you have all contributed to making the troop an effective and efficient unit. I certainly can say that you have all helped to maintain our Corps' excellent reputation. Keep up the good work, and always endeavour to put your best foot forward for yourselves, your unit and for the Corps.

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Setting the Record Straight

Please allow us to introduce ourselves. We are the 1st Signal Regiment Workshop. We are located at GALLIPOLI BARRACKS ENOGGERA in the old 1 Base Wksp Service Station complex. Contrary to popular belief (both within and outside of the Corps) we are not a TSSU of the 1st Signal Regiment. We are a Unit Workshop.

We consider ourselves to be rather unique as far as Unit Workshops go as can be seen as follows:

- although we are a Land Command unit we have eight civilians on establishment comprised of, six tradesmen, a storeman and a tradesman assistant,
- our 21 dependent units consist of Land, Logistic and Training Command units, and
- we have the only ART TELS ASM position within the Corps.

Our current military establishment and strengths are as follows

	Establishment	Actual Strength
Officers	1	2
WO1	1	1
WO2	3	3
SGT	6	4
CPL	12	12
LCPL	3	3
CFN/PTE/SIG	19	17
APPRENTICE	0	9
TOTAL	48	51

As can be seen from the establishment list we have RASIGS personnel on strength. Their role is primarily to look after the unique Signals Corps equipment within 1st Signal Regiment. Although we may appear to have an abundant number of CPLs, this is due in the main to our field repair role of communications equipment. Most of the CPL positions are TELS or TES(G) as are three of the SGTs positions.

The unit is divided into two distinct repair elements, Mechanical Repair Troop (MRT) and Telecommunications Repair Troop (TRT).

MRT consists of Vehicle, General Engineering, Electrical and Metalsmith tradesmen whilst TRT consists of TELS and TES(G) and well as RASIGS members.

Our unit also has support staff including an Admin SGT, Q Staff, RPS Staff of four 'ROACHES', A Recovery Mech CPL and a Production Control CPL.

Key personnel within the unit at the moment are:

OC	MAJ J.J. McNEILL (Joe)
ASM	WO1 E.J. JONES (Ed)
WSM/QMS	WO2 B.G. ELLISON (Brad)
ART VEH/TRG WO	WO2 S.R. ISSANCHON (Steve)
RPS WO	WO2 I.K. ROWTHORNE (Ian)

The acronym WSM stands for Workshop Sergeant Major. A terminology adopted to differentiate our CSM equivalent position from the SSM appointments of the 1st Signal Regiment.

To date 1991 has been a busy and productive year in many aspects even though we have not deployed to the field as often as in the past.

We managed to run our own individual unit training during April on Exercise 'BLUEBELL SHAKEOUT'. The exercise was primarily designed to introduce new unit members to our mode of operation in a field deployment site as well as to refresh our IMT skills. The exercise was unquestionably a great success with most lessons and instruction being presented by the unit junior NCOs.

Exercise 'BLUEBELL SHAKEOUT' is to become an integral part of the unit training calendar.

This year also saw the unit conduct an independent range shoot.

Much emphasis this year has also been placed on supporting our dependent units when they deploy as separate identities. CPL Mal POOR and LCPL Glen MILLER (since posted) and a small crew supported 1 MP Coy earlier in the year at Wide Bay on their Driver Training Course. CFN Troy CRAMP has also supported the MPs on an adventure training exercise to Cape York. CFN Dan FRAWLEY went with 1 Toppo Survey to the 'top end' and provided support during their operations up there. CPL Gordon (Skip) SMITH and CFN Norm GRAY went on unit training with 1 MP Coy to the Wondai and Kilcoy State forests. CPL Mal POOR and CFN Greg (Nudge) SMITH went rallying with the Variety Club on their Endeavour Rally. The Unimog has never been the same since. Actually they went along to support the 1 Sig vehicles that were providing comms support for the rally. LCPL Bob LIMN and CFN Peter WEISS visited Cape York and the Barrier Reef with 1 Div Int Coy whilst supporting them on operations. CPL Wayne MALE and CFN Ian DRUMMOND assisted an element of 1 Sig Regt on their drive to and from Darwin for exercise and were joined there by CPL Craig (Bones) GAUDERN who decided to fly up instead.

We also had CFN Ian COOK who gained a posting to an overseas UN operation called MINURSO operating in the Western Sahara for approx 8 months.

So as you can see, if it's adventure and excitement you're looking for, we have the job for you especially if you are a TELS or TESSG SGT.

Plans are already afoot for further individual unit training and support in exotic far away places for our dependent units next year. On top of all that we are also planning a unit adventure training activity that is sure to be both demanding and different. We hope to report on this next time.

So there you have us. The unique RAEME Unit Workshop, the 1st Signal Regiment Workshop or as we prefer to be known, the 1st Division and Gallipoli Barracks Minor Units Support Workshop.

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Jumping off a Perfectly Serviceable Cliff

by LCPL R.T. DAVIS 10 Terminal Regiment Workshop

It was late July at 10 Terminal Regiment Workshop, not long after the Regimental exercise and we felt it was again time to organise adventure training. The single members were getting tense and the married members were ready to leave their children and wives. Another weekend adventure activity was needed as a stress relief exercise.

Parachuting, after the last effort, was out. Cpl Steve (Rocky) Greaves leg had only just mended. We decided to go abseiling. "No worries!", we thought, "The Blue Mountains are on our door step, so to speak, it shouldn't be hard to organise."

After numerous enquiries through the system, no equipment could be organised for the date required.

Outland Expeditions Pty. Ltd, a private company were approached to provide equipment and guides for the day's activity. At this point we would like to thank Karen "What's wrong with my muffins") Fry and Michael Fry, the guides for the day.

The day's activity started at Matilda Point, in the Blue Mountains with a couple of practice abseils down a short rock face to revise our abseiling skills. On completion of this activity we would commence a series of six abseils to the floor of the Jamison Valley. After we had completed our practice, we set off on a short walk to the start (jump off) point. At this stage of play only eight of us had turned up. We were still waiting for two of the lads to show up: Cfn Paul (I'll just mow the lawn before I leave) Sukroo and Cfn Mark Bruton (Just where are the Blue Mountains anyway?). As we tightened our harnesses once more and tried to swallow the ever increasing lump in our throats, Cfn Bruton and Cfn Sukroo trotted into sight. "Gee Mark, I didn't know you could blow smoke out of your ears! Maybe you shouldn't have let your girlfriend navigate".

As the crew was now complete, we once again prepared for the first challenge; an abseil down a 40 metre cliff face.

The cliff was tackled by some members with gusto and by others with varying degrees of reserve.

One of the more reluctant members was Pte Steve (Bullwinkle) Connelly. Steve, a new addition to the workshop RPS, took on the colour of chalk every time he approached the cliff edge. However, to his credit he completed the day with some helpful coaching from the guide and some colourful comments from the gallery. Cfn Nathan (Pointy head) Davis completed the day without mishap. A miraculous feat considering his previous efforts with abseiling (it's must easier using your feat instead of your backside isn't it Pointy?)

With four abseils completed, the valley floor was starting to look closer and somewhat less daunting, that is until we saw the fifth abseil. It was a 65 metre sheer drop. Cfn Paul (the mower) Sikroo attacked it with vigour. Spurning the conventional method he decided to try a Carrabiner run down. Safely down, he then tried to shame everyone else into trying it as well. Good try Paul, it's a pity it failed.

The last abseil of the day was a "small" 15 metre rock face, with the rope being attached to a large tree branch.

This abseil had the added advantage of being readily "re climbed" so it could be descended more than once.

This option was taken up by all members of the workshop team.

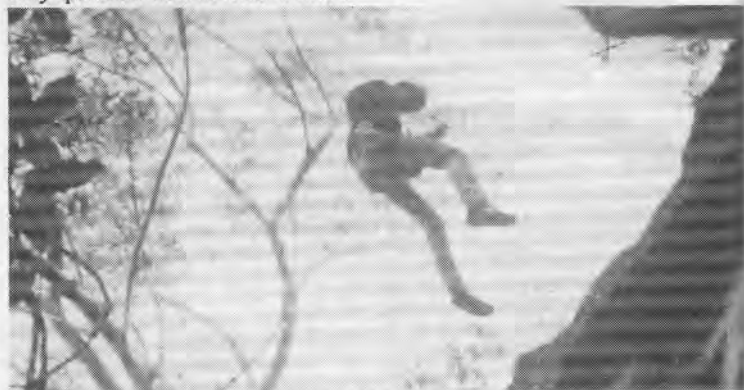
The abseiling phase completed, it was time to return to the top of the Valley. It was a short walk to the scenic railway and then the most important decision of the day had to be made. We either paid \$2.00 for a ride or we walked up to the top. Being good RAEME types we all paid the money and used the

mechanical means to complete an otherwise strenuous walk.

When they say the railway is the steepest in Australia they aren't kidding! A 50° incline is negotiated on the way to the top. Trust me, when I say "it was steep!"

Once back at the car park, it was a quick bus ride to the Cascades Picnic area for a late BBQ lunch and a few beers.

Over the beers the tales of the day were told and then retold to our ever patient wives and anyone else who would listen. The only question now is what's next?



Pte Steve (Bullwinkle) Connelly



Sgt Mark Edwards



The First Abseil

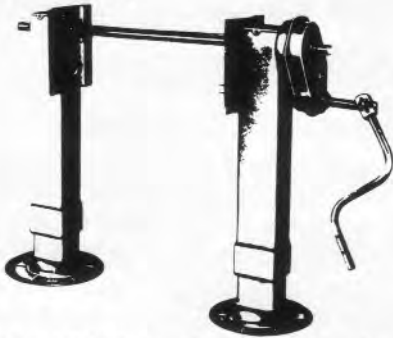
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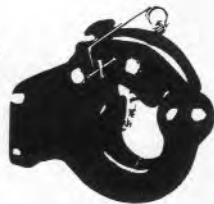


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