

*The*  
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**CRAFTSMAN**

THE MAGAZINE OF  
**The Corps of Royal Australian  
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DECEMBER, 1997

ISSUE NUMBER 39



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THE MAGAZINE OF  
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# EDITORIAL

**T**his will be the last *RAEME Craftsman* for which I will be Editor and the last *RAEME Craftsman* which will be produced by the Directorate of Electrical and Mechanical Engineers. Most of you will know that the Corps Directorates are to be disbanded on 1st December this year. It will be a sad day as the Corps Directorates are some of the longest serving headquarters in the Army. While their functions have been modified over the years and the size of the organisations have varied, the principle role of managing the officers

and soldiers in the Corps has remained essentially unchanged since World War Two.

Although our organisation is going out of existence, the *RAEME Craftsman* will continue to be produced by the Army Logistic Training Centre and so any submissions should be addressed to the S02 Corps (RAEME) at ALTC.

May you all have a good wind up for the year and a happy Christmas.

LTCOL John Trevivian

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## FRONT COVER PHOTO

### The Corps Memorial

The main photo depicts the clay master for a bronze statue which commemorates the Craftsman.

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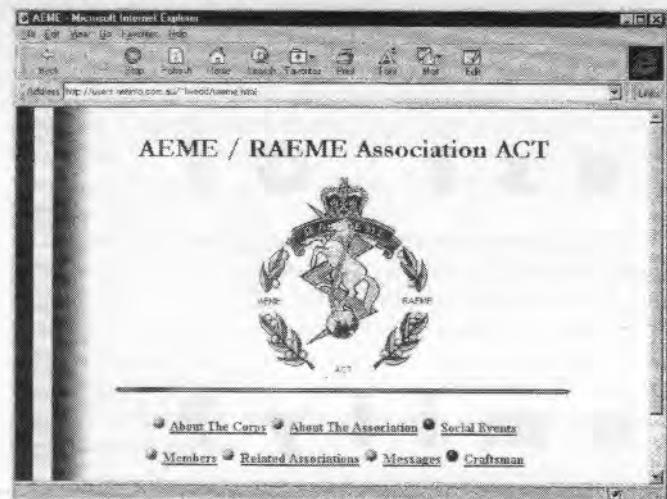
RAEME Assoc NSW Inc  
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Moorebank 2170  
13 August, 1997

Dear Sir:

Referring to the article in the *RAEME CRAFTSMAN* publication May, 1997, Issue No 36, 'LIFE AFTER THE ARMY', Page 41. The published address is incorrect. The NEW address for correspondence is:

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**The Secretary**  
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**Moorebank NSW 2170**

Sincerely,  
Chris Davis  
**Ph (02) 9600 4033**  
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## AEME/RAEME Association Act - Internet Web Site

The AEME/RAEME Association in the ACT has developed a web site to provide general Corps information and information for members in the ACT. The site was developed by the association committee members: COL Larry Foley, Lyell Wedd, Lorrie McDonald and Trevor Bonney. The site contains over 40 pages of text and over 50 images and paragraphs.

The web site address is <http://users.netinfo.com.au/~lwedd/raeme.html>. The site can also be found using keywords aeme or raeme in the Alta Vista internet search engine.

### CONTENTS

#### About the Corps

This section contains summary information about the Corps and provides details on areas such as the Prince Philip Banner, the Corps History Book, the Corps Centrepiece and other areas of interests including images and photographs.

#### About the Association, Social Events, Members

This section summarises the role of the association, provides the committee contact details and includes other social event and member information.

#### Related Associations

This section provides contact details for related associations in other states and also provides links to other related internet web sites.

#### Messages

This section provides messages for coming Corps events (e.g. Corps dinners) or other notices such as the Corps shop (e.g. Corps History Book copies still available for sale).

#### Craftsman

This section provides a comprehensive index of all issues of the *RAEME Craftsman* magazine including the table of contents, units jottings, images of the covers of all magazines and a full catalogue of names for both the magazines and the Corps History book.

## VALE

### SGT Richard (Dick) Lys (Ret)

Dick was an 8th intake apprentice who completed 23 years in the ARA and a further seven years with the Reserve. He will be known by all who were posted to I Base Wksp as a caring and happy person who was always willing to lend a hand and impart his knowledge. To his wife Carmel we extend our sincere sympathy.

### CFN Daryl James George

The Director and members of the Corps respectfully inform members of the wider RAEME community of the sudden passing of a colleague. To his family, we extend our sincere sympathy.

The Editor has been informed on the passing of the following former members of the Corps:

**WO1 Laurie Arnfield,**  
**COL Ken Rawnsley,**  
**COL Roy Barrett and**  
**COL Howard Byron**

The Director and members of the Corps extend our sincere sympathy to all the families.

### W02 Des Crux

The Director and members of the Corps respectfully inform members of the RAEME community of the sudden passing of a respected colleague. To his family, we extend our sincere sympathy.

### MAJ W.D. (Bill) Prenter

The Director and members of the Corps respectfully inform members of the RAEME community of the passing of a respected colleague. To his wife Barbara and his family, our sincere sympathy.



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# MESSAGE FROM THE CORPS DIRECTOR

by Colonel B.T. Amor

**T**he recent decision to disestablish the Corps Directorate marks the end of 55 years of successive Corps Directors and supporting staff. While this decision marks the end of an era the functions performed by the Directorate will be taken up by other agencies and organisations. Our input into the capability development process will be provided through the Combined Arms Training and Development Centre which will be operational in Puckapunyal from 1 December 1997, the Training Advisor and Trade Structure responsibilities will transfer to the Army Logistic Training Centre and personnel management matters will go to DOCM-A and SCMA.

I know that some members have incorrectly linked the disestablishment of the Directorate with the disestablishment of the Corps. This is not the case as Brigadier Ross Grant has been appointed as the next Head of our Corps and will assume this appointment on 1 December 1997. Brigadier Grant will take on these Head of Corps responsibilities in addition to his normal day-to-day duties and he will again become the focus for Corps activities. Brigadier Grant will be assisted by Major Doug Gammon, a GRes officer, who will work from the Army Logistic Training Centre. I am more than satisfied that this new arrangement will provide the necessary stewardship for our Corps and I formally wish Brigadier Grant the best as he takes over the reins.

Another decision which will affect the operation of our Corps is the decision to re-establish the position of Director General Engineering - Army. The creation of this position will allow us to better focus and improve on the provision of maintenance support to our Army. Recent decisions to significantly increase Army's inventory over the next few years will move the spotlight onto our Corps as we meet the challenges which this increase in equipment will present.

On the cover of this magazine you will see the clay model of a Craftsman which has been commissioned by the Corps Committee. A bronze statue of this model will form the centrepiece of a 'Memorial to the Craftsman'. By the time you receive this issue, work will be well under way on the construction of the memorial at Bandiana. This is an important project for the Corps as the Memorial will commemorate the role the Craftsman has played in the support of our Army. There is a short article on the Memorial in this edition and I commend the project to you.

It is at this time of the year that the Corps loses a number of very experienced members. This year we have been hit harder than usual as the voluntary redundancy programme takes effect. Army and the Corps will feel the loss of this experience, however it would be remiss of me not to acknowledge the contribution that these members have made, over many years, to both our Corps and to our Army. To those leaving - please stay in contact through the regional associations.

Over the past two years, I have been gratified by the professionalism, resourcefulness and ingenuity of the members of our Corps. It has been an honour and a privilege to have held the appointment as your Director and I am looking forward to continuing my contact with you as I take up my new appointment as Director Maintenance Engineering (previously Controller Maintenance Engineering Agency).

To those of you travelling on postings or holidaying - plan your travel wisely and drive carefully - your family and your Corps need you.

I wish you a happy and safe festive season.

Arte et Marte

## WELL DONES

### INAUGURAL 5TH AVIATION REGIMENT TRADESMEN OF THE YEAR AWARDS

by CPL John L. Campbell, 5th Aviation Regiment

**T**hree members of 5th Aviation Regiment had cause for celebration at the end of 1996 when their names were announced as recipients of the inaugural 5th Aviation Regiment Tradesmen of the Year awards for Sikorsky S70-9-A Black Hawk, Helitech/Bell UH-1 H Iroquois and Boeing CH-47D Chinook.

Winners were: SGT Mick White, A Sqn for Black Hawk; CPL Allan Lang, C Sqn for Iroquois; and CFN Dave Evans, C Sqn for Chinook.

They each received a plaque and substantial open order tool voucher.

ASM 5th Aviation Regiment, WO1 Terry Johnson, said the winners were chosen from nominations of tradesmen up to the rank of sergeant put forward by squadron ASMs.

"The awards recognised the individual's performance in trade and related areas that had been significant in support of the regiment's aircraft," WO1 Johnson said.

"They encourage qualities of ingenuity, accuracy and endurance which best typify the RAEME tradesman."

The continued generosity of the respective aircraft companies will ensure these prestigious annual awards encourage a competitive spirit among the regiment's tradesmen in the future.

#### FAREWELL

Two long serving civilian employees who had a long association with many RAEME officers and soldiers have recently transferred to other positions within the Commonwealth Public Service. All members of the Corps wish both Ms Angela Bourdis who served at RAEME Training Centre for 21 years and Ms Bernadette Lonergan who served at DOCM-A for 16 years the best in their new careers.

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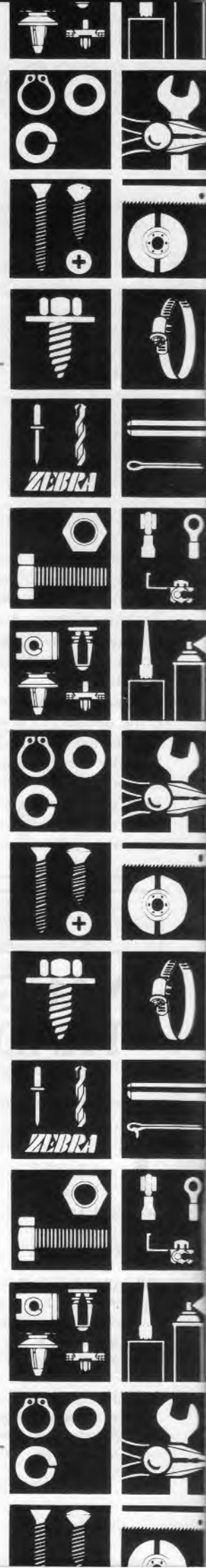
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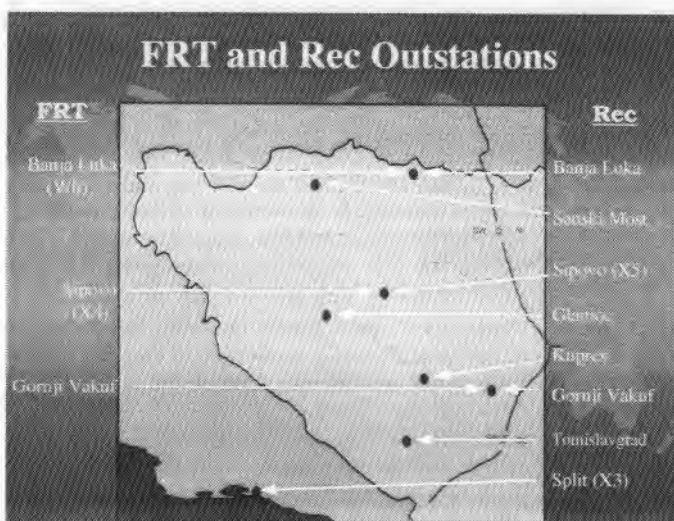
# LIFE IN A BRIT WKSP IN BOSNIA

by Major A K Moore

**W**hen I assumed command of Close Support Company, 2 Battalion REME in January 1997, the last place I thought I'd end up would be Bosnia. Sure enough, as my predecessor, LTCOL Michael Flowers, waved good bye, we began detailed preparations for deployment to Bosnia on Operation LODESTAR 2. The deployment itself was to follow the same pattern as four previous deployments to Bosnia so you'd think it would be easy. The Brits assured me that, 'We've been there for six years now so we know what we are doing'. So we spent a week in barracks completing essential range, first aid and NBC practise, then off to Warminster in the UK to do the same in a testing environment. After a quick spot of leave we prepared to deploy in late April. When we arrived in Germany in late December 1996, it was -23C and when we arrived in Sipovo, Bosnia it was -13C, where had the summer gone?

I arrived in the advance party on Sunday 27 April 1997 into Split, Croatia, and after a seven-hour drive, arrived at Sipovo at 0300 on the Monday morning. At 0700, we started the handover from Close Support Company 1 Battalion REME. A Close Support Company is designed to provide second line maintenance and recovery support to an Armoured Brigade (not a bad task given that the Brits are yet to formulate any form of REME doctrine. I'd offer to give them ours but I wouldn't want them to miss out on the fun of writing doctrine, eh Kev Packham). We normally support 7 Armoured Brigade, the Desert Rats, and by sheer luck most of 7 Brigade units had deployed to Bosnia on our tour. Back to the story.

The company is 169 strong, seven officers and 162 ORs, and we are located four hours drive from the other company, General Support, who are located in Split. The map below shows the disposition of the company and outlying FRG and recovery posts.



Because it is a summer tour, we aren't spread to the four winds as travel by road is relatively easy. The winter tours have a much harder time as temperatures plummet to around -20 making travel very difficult and unpleasant. Whilst some of the

platoon names are slightly different to what we use in Australia you'll see on the organisation chart below (yes, you must have one of those) that the general structure of the workshop is similar.



Since arriving, the main threat has been mine incidents and Road Traffic Accidents (RTAs). We have had in excess of 600 recovery tasks in the four months to date which has meant that whilst the platoon has not been totally stretched, work has been steady. Almost 40 tasks have involved vehicles stuck in minefields (most of the time through no fault of their own), which requires EOD clearance prior to recovery. The FRG have been relatively quiet since arriving. Up until 31 August, activity in Bosnia was centred around small specific operations to reinforce the patrolling program. One such operation, as you may have seen on the TV, was the snatching of suspected war criminals. To support these operations an FRT(A) is deployed to support the armour in the specified area. All in all, we continue to do the same job in peace as we do in war as we do on operational tours. Production Platoon (alias Vehicle and General) have been the busiest since deploying. The VM(B)s are working on average a 76-hour week repairing everything from Landrovers and trucks to fire engines and heavy engineer equipment. Optronics platoon tend to work hard when units first deploy to theatre. The Brits have assigned very fast repair parts priorities which means that parts that would take two months to arrive in Germany are available in 14 days whilst in Bosnia. It represents a good opportunity for units to improve their equipment serviceability rates.

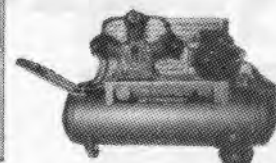
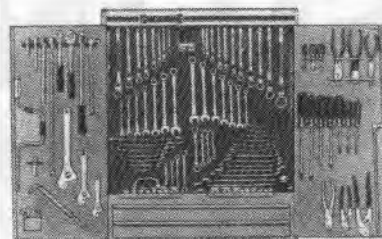
We are due to go home, back to Germany, in November to prepare for a busy 1998. We'll keep our fingers crossed that the exchange posting continues so that others can enjoy the delights of serving with the British Army in Germany.

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# VANUATU POLICE FORCE VEHICLE INSPECTION VISIT

*or 'The Working Holiday?'*

by WO2 Mick Weigh, Darwin Logistic Battalion

**R**ecently, I was the lucky person who *had* to go to Vanuatu to inspect the fleet of vehicles belonging to the Vanuatu Police and Mobile Forces. The visit was conducted under the auspices of Defence Cooperation with Vanuatu. Let me get this out of the way first, yes it is a great place to visit, the people are friendly (but stay away from the Kava) and I can see why people run away to the South Pacific islands to hide from the rest of the world. But I *did* work while I was there.

The duration of the visit was 3-17 August 97. The aim was to conduct an inspection of the Vanuatu Police Force (VPF) vehicle fleet and make recommendations regarding maintenance and fleet management. I was also to determine the feasibility of a subsequent repair team going to Vanuatu, to carry out repairs. You could be lucky!

The trip began with business class travel (I could get used to that) to Port Vila, the capital of Vanuatu. Port Vila is located on the main island of Efate. I was met at the airport by the Vanuatu Mobile Force Training Adviser (VMF TA), MAJ Barry Flaherty. My first test was to drive a left hand drive 4WD, in the dark, in a strange city, back to the motel. I accomplished this and then sat beside the pool for a brief by MAJ Flaherty on what he saw as my mission (?). I was advised not to be shocked with what I found and take a few 'patience pills' before I went to work in the morning.

I arrived at Cook Barracks the next morning and was given a 'cook's tour' of the Barracks and introduced to the Workshop Supervisor, SGT Benjamin Moli, whose English was better than my Pidgin English or French! I found SGT Moli and his four tradesmen to be dedicated workers trying to get a job done, with few resources.

The VPF vehicles are repaired and maintained by the Vanuatu Mobile Force (VMF) tradesmen. The fleet consists of 90 cars, trucks and 4WDs, located on several islands of Vanuatu. The islands with most vehicles are Efate (55), Tanna (five), Espiritu Santo (21) and Melakula. The isolation and separation of the fleet causes many problems in relation to the management of the fleet. The VMF often send a Forward Repair Team (FRT) to repair these vehicles. They set off by sea or air with tools and repair parts over their shoulder and only come home when the job is done. The tradesmen I worked with had received training in Australia and New Zealand.

I was able to inspect 30 vehicles on the island of Efate. They ranged from late model 4WDs to very old sedans and trucks. I found that the late model vehicles were in good condition as they had not yet succumbed to the roads and climate of Vanuatu. The older vehicles were in poor condition, suffering from the salt air, roads and driver neglect.



WO2 Mick Weigh (second from left, seated with the VMF Workshop members.

At the time of my visit there were no written procedures for the repair and maintenance of the fleet, however the procedures used follow closely with those we use in Australia. SGT Moli was trying to develop Standard Operating Procedures and I was able to leave him some information that hopefully will assist him. The biggest hurdle was that there were no records of repairs and no available history in relation to servicing. I was not able to determine if any of the vehicles I inspected had been serviced since their introduction to the VMF/VPF fleet. One of the Hiaces had travelled over 258,000 kms and was looking rather grim.

I have submitted my post visit report, with recommendations. One of those is that a FRT be deployed to Vanuatu to assist with repairs, trade and fleet management training. This would be an ideal opportunity for our RAEME tradesmen and managers to show off their professionalism, capabilities and skills at an international level. The amount of work to be completed to bring the fleet to at least a Taskworthy standard is not insurmountable. It will however take a dedicated crew several weeks to accomplish.

I did get the opportunity to see more of the island during a 'Round the Island Tour' on a weekend. Vanuatu has spectacularly beautiful beaches and countryside (a photographer's dream). Fresh coconut milk tastes even better when drinking it with your feet dangling in the water! Snorkling and golf are also well catered for.

The end of the visit saw me having a quiet Kava with the workshop personnel and exchanging plaques and ties. I look great in the VMF regimental tie! SGT Moli was grateful for my assistance and hoped that my visit was a prelude to providing further assistance in the future. It was a great experience for me to work in another country, to get my hands dirty and put my fleet management training to good use.

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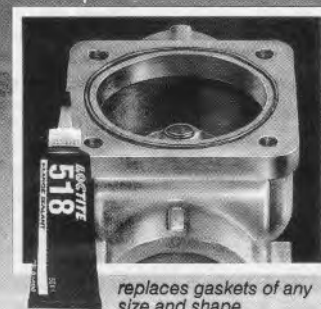
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# EXERCISE RHINO CHARGE

by LT P. Reynolds

***In May 1997, Exercise Rhino Charge, the culmination of 9 Brigade's three-year training cycle, was held in the vicinity of Broken Hill. This involved the deployment of more than 1400 soldiers from 9 Brigade units located in South Australia, Tasmania and NSW, and was the first time in which 9 BASB had fully deployed as a complete unit, since its inception in July 1995.***

**T**he primary focus of the exercise, was protective operations in Broken Hill's urban environment, with emphasis placed on the protection of its mining, communication and transportation infrastructure.

Fd Wksp 9 BASB played a significant role in the exercise, providing timely and valuable repair and recovery support to the Brigade during its performance of protective operational tasks.

The BASB was located at the Broken Hill race course, and deployed in an extremely concentrated area, with the Wksp occupying a quarter of the area that had been traditionally used in the past. Notable advantages of this deployment included easy access to neighbouring sub-units, and a reduction in the amount of perimeter defence that had to be provided.

During the first week of the exercise, an FRT commanded by WO2 Murray Nitschke was located at the Cultana Range near Whyalla, providing support to the live firing elements from 6/13 Fd Regt and 10/27 RSAR. The FRT was located in tandem with a Casualty Clearing Post manned by several personnel from the BASB's Medical Company, and during the week an excellent working relationship and understanding was developed between the two. It was with great reluctance that Murray's crew were forced to join us for the second week at Broken Hill.

Prior to the exercise, a significant shortfall in tradesmen had been identified, however this was partially overcome with the provision of personnel from 3/9 L/H SAMR, 8 BASB and Tasmania's LSF. The relationship between unit personnel and the support personnel was mutually beneficial to all concerned, with an exchange in technical knowledge and skills complementing the overall effectiveness of the Wksp.

The efforts of all the support personnel both individually and collectively contributed significantly to the levels of productivity and efficiency within the Wksp.

The workload during the fortnight was extremely high, due to both a significant demand in defensive duties and a consistent flow of EMEFIXs. During the exercise a total of 178 jobs were performed, with vehicle repairs comprising the greatest workload. Despite the large quantity of defence and trade tasks, the Wksp was still able to conduct limited training, including vehicle conversions for drivers, trade familiarisations and immersion heater training.

One of the most interesting and demanding jobs was the repair of the Memtech Shower unit belonging to Supply Coys Bath Pl. This job proved quite challenging given the limited availability of parts and limited technical knowledge on this piece of equipment. Despite these setbacks the repairs were eventually completed, and clearly illustrated a future requirement for technical training on this equipment.

To facilitate the acquisition of spare parts from Supply Coy RPS, it was decided by EME Ops to exclusively task their personnel to perform this function. This proved quite favourable increasing the time the tradesmen could spend on the tools rather than chasing up parts.

The exercise from a sub-unit perspective was extremely successful, proving more than just a learning exercise. Numerous lessons regarding the operation of a BASB sub-unit in an urban environment had been learnt, military and trade skills had been developed, and deficiencies in SOP's and administrative procedures had been identified. The application and commitment of all Wksp personnel throughout the exercise justly reinforced the high regard in which the Fd Wksp is held within the Bde.



AE Pl taking a well earned break.



CFN Leigh Holmes (GE PL) performing repairs on racecourse light poles.



Recovery Pl diggers ready for the enemy!!



CQMS WO2 Mick Stone pointing out the finer points of spying to the ASM WO1 Grant Kuchel.



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# THE HISTORY OF RAEME AT INGLEBURN

Written by CFN D. McFarland, Edited by Lt N. Motley

***The Australian Army has occupied the Ingleburn Military Area for 58 years and has seen troops from the area serve in all major conflicts and peacekeeping duties since 1939. The Ingleburn area is fondly remembered by veterans and current serving members alike. RAEME, in particular, has had a very close association with Ingleburn since the Corps' inception in 1942. The area served as the Corps training centre and headquarters throughout its first twenty years. It has also been home to the 101st Field Workshop and most recently the 1st Combat Service Support Battalion, which is in the process of relocating to Darwin.***

Plans for training establishments were being made prior to the beginning of World War II, as it became certain that Australia would become involved once Britain declared war. The existing training facilities were not large enough to cope with the expected influx of new recruits, so construction at Ingleburn began in September 1939. The location, along with other proposed sites across the country, were used as initial training establishments to initiate the new recruits. Once Australia joined the war, the pace of construction activity was increased to cope with the number of soldiers.

Plumbers and carpenters were still completing tasks when members of the 2/2nd Battalion (i.e. the 2nd Battalion of the 2nd Australian Infantry Force) arrived on 4 November 1939. Within a month they would be joined by recruits and staff from the 1st and 3rd Battalions. Initial opinion of the facilities at Ingleburn were not good as it was obvious the buildings had serious defects which had to be rectified. A report on the conditions was raised on 3 November stating that roads were still unformed, electrical appliances were incomplete and unsafe. Various messes were condemned, poor or non-existent horse facilities and inadequate drainage, along with un-hygienic meat houses and other mess facilities were awaiting the unsuspecting recruits.

The buildings were finally completed on 22 November 1939, an advance party of 22 officers and four other ranks (ORs) of the 2/1st Battalion marched in on the same day. That afternoon, they received 44 recruits and in the next four days 615 were to follow. The initial recruits marching in were all received from recruiting depots at Paddington, Millers Point, Willoughby, North Sydney and Liverpool. These recruits would eventually become members of the 16th Brigade, 6th Division. In late 1940 the first tradesmen to work at Ingleburn would be those from No 1 Workshop Section attached to the 2/1st Battalion. The Section was an Army Field Workshop (AFW) which served a similar function to that of a technical support troop today. These early tradesmen were supplied by the Australian Army Ordnance Corps (AAOC), and provided essential services to all units of the AIF at the time.

The AAOC training centre was established in June 1941 at Tel El-Kabir, in the Middle East. The Corps of Australian Electrical and Mechanical Engineers (AEME) was formed in the same region on 1 December 1942. The AEME Training Centre was subsequently established at Ingleburn in April 1943. This was to be the beginning of a long association between AEME/RAEME and the Ingleburn Military area.



## AUSTRALIAN WOMEN'S ARMY SERVICE

Ingleburn served an important role in the training of the Army's first tradeswomen. These soldiers were from the Australian Women's Army Service (AWAS) which began in 1941. Many of the women received their basic training at Ingleburn, where they were kept separate from the men of the AIF in all aspects of their training and living arrangements. The Army was very strict about the protection and separation of the women as it had no previous experience in dealing with mixed gender units.

The majority of AWAS members would be allotted to AAOC once they had completed their basic training, and only a small number would become members of AEME. It was soon noted that the women had a certain flair for the more delicate and tedious trade tasks and the Corps' senior officers soon became enthusiastic in increasing the number of women allotted to AEME.

The women did not receive their trade training at the AEME Training Centre like the males but were quickly posted to units who would supply the necessary training. The AWAS ceased to exist in July 1947, but due to the valuable expertise the women had to offer, it was not long until a new scheme was started to recruit more women into the Army. This was to be called the Women's Royal Australian Army Corps (WRAAC). Other than nurses, no women were recruited by the Army until 12 February 1951, when the WRAAC was formed. The two schemes were similar in that the women were still segregated from the men in most areas; however, the women were trained at the RAEME Training Centre alongside the men and for the same period of time. Upon completion of their training the women were allotted to units which had been approved to receive them.

## TECHNICAL TRAINING

Technical training of recruits during the early years of World War II was the responsibility of unit Commanders, who would supply a certain amount of common trade training along with specific unit needs training. In 1941, a course was created to train AAOC soldiers in weapons and mechanical engineering, as well as basic regimental training, in the central Victorian town of Bendigo. The training and testing of soldiers in Bendigo was conducted by the AIF with assistance from civilian companies at the Bendigo School of Mines. This course appears to be the first attempt to train prospective tradesmen as a group instead of individual units training members.



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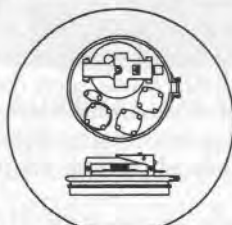
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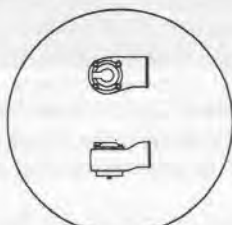
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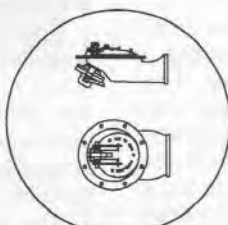
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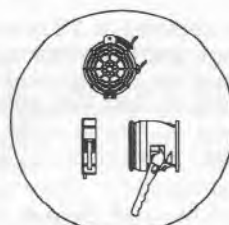
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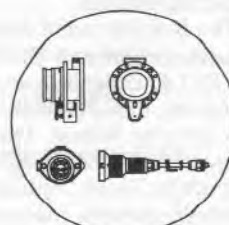
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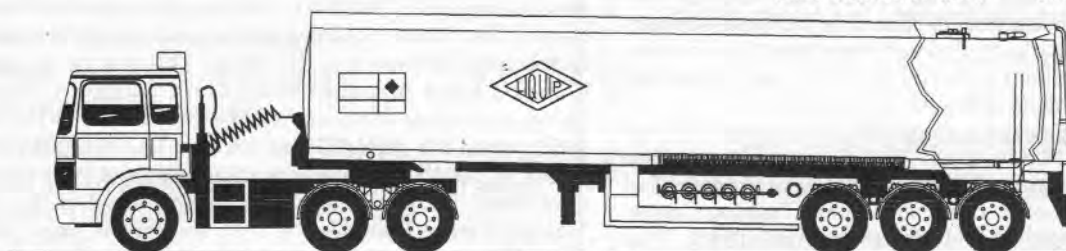
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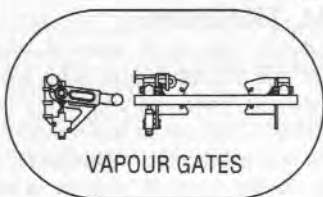
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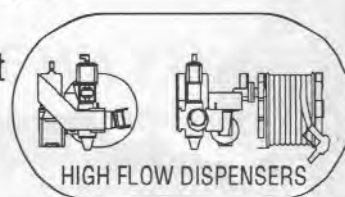
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**Kneeling** L-R: CPL Van Zanten, CFN Field, CFN Soukup, CPL Singh, CFN Collins, CFN Carter, PTE Macmillan, PTE Toka, CFN Meier, SGT Menz, CFN Shaw.

**Sitting** L-R: CFN Jacobs, CFN Charlton, CPL Smith, CPL McLiesh, CFN McFarland, LT Motley, WO2 Sutton, PTE Watson, CFN Woolmer, CFN Carroll.

**Absent:** CFN Wise, CFN Boonham, CFN Richards, PTE Billen.

Problems began to arise when units were receiving troops who had not completed their training to the desired standard. This problem was particularly evident in the members' regimental standard of training. The problem was alleviated when the Land Force Headquarters (LHQ) EME School was founded at Ingleburn in February 1943. Similarly, the AEME Training Centre was established in the same location on 28 April 1943. Lower level trade training was the responsibility of the AEME Training Centre while officer and armament artificer training was conducted by the EME School. The EME School had a headquarters and five training wings; these being Motor Transport, Armament, Instruments and Radar, along with General Training. The School came across some difficulty during its earliest years, as the testing of trade qualified recruits was still inadequate since many of the new trainees arriving at the EME School did not have the required qualifications. These recruits were therefore directed to the AEME Training Centre where they gained the required competencies before rejoining the EME School.

The AEME Training Centre consisted of a headquarters, two recruit training battalions of up to 600 men each and a workshop training battalion of 360 men. Special conversion courses were conducted by the centre to qualify both new and old tradesmen on the Army's specialist equipment. In 1944, with an end to the war imminent, it became obvious that the Army would not be recruiting as many men as it had during the war years. On 1 April 1944, the AEME Training Centre was reduced to the strength of a battalion. The new AEME Training Battalion consisted of a Weapons Training Platoon, a Conversion Training Company and a Workshop Training Company. The new AEME Training Battalion came about after the establishment of an all Arms Training Brigade in Cowra NSW. This new centre took the regimental responsibility away from the AEME Training Centre, allowing it to concentrate solely on trade training.

By early 1947, the AEME Training Battalion had become the Services Training Centre and included training for most trades as well as driver training, cooking and clerks. Drivers, cooks and clerks however, were soon relocated to Puckapunyal for training. It was at this time that the Services Training Centre at Ingleburn then became the Army Technical School.

Apprentice training and eventual qualification had become a concern to the Corps' senior officers. Plans were being made to

have the qualifications of Army-trained tradesmen recognized by the civil sector. It was therefore decided that a central Army Apprentices School was required to train tradesmen for all corps. The responsibility of AEME trade training thus left Ingleburn and the School was opened in Balcombe, Victoria on 20 August 1948.

The Army saw major changes in its structure during 1947-48. The AIF was to be known as the Interim Army from 30 June 1947. This was a permanent force which would soon see all its members transferred to the ARA (Australian Regular Army) on 31 December 1948. This date is also important for the Corps as it was then that the title of Royal was given to AEME, to make the Royal Corps of Australian Electrical and Mechanical Engineers.

With so many changes occurring to the Army in general, the Ingleburn area played a major role during 1948 as it housed an Infantry workshop, an LAD (Light Aid Detachment) as well as the AEME school.

## RAEME TRAINING CENTRE

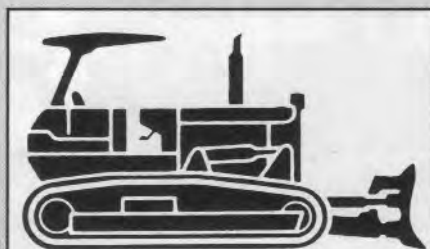
Army Headquarters EME School had its name changed to the RAEME School in October 1949. In August 1950 recommendations were made to expand the RAEME School and disband the Army Technical school. The RAEME School became known as the RAEME Training Centre on 1 February 1951 and remained at Ingleburn initially, but plans had already been made to move it to Bandiana in Victoria.

July 1952 saw the majority of the Centre move from Ingleburn to Bandiana with the exception of the Officers Training Wing which was to remain in Ingleburn until 1953. The RAEME Training Centre has now become a part of a larger scale training establishment called the Army Logistics Training Centre (ALTC). This new centre incorporates the Army School of Transport, the Catering School, RAEME Training Centre and the Army College of TAFE as well as smaller training establishments such as the Army Maritime School soon to be established in Townsville.

## 101st FIELD WORKSHOPS

The Ingleburn area went largely unchanged between 1953 and 1960, after the Training Centre was moved to Bandiana. It was not until 1960, when the 101st Infantry Workshop moved

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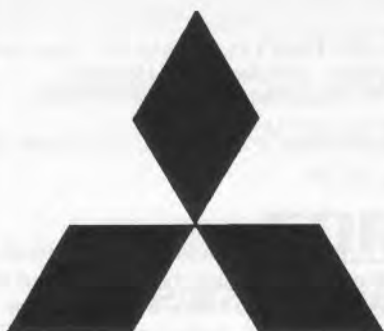
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into the buildings that the next chapter in the history of RAEME at Ingleburn began.

The Workshop was formed in Puckapunyal in 1957 and was moved to the Ingleburn complex in 1960. In 1963 its name was changed to the 101st Field Workshop and was to stay that way until 1993. The 101st Field Workshop served in Vietnam between May 1966 and May 1967 and was the only unit to deploy to and return from Vietnam as an entire unit. Located with the Australian Logistic Support Group in Vung Tau, the unit had a few teething problems to overcome in order to cope with a very demanding workload. The main problem was the issuing of spare parts for American equipment from their parts supply system. The 101st Field Workshop was replaced by the 102nd Field Workshop in 1967 and returned home to Ingleburn. When in Vietnam, the unit was informed that upon return to Australia they would be packing up the Ingleburn site, cleaning it out and moving across to Holsworthy Barracks. Thirty years on, we mark the eventual closure of Ingleburn with this short history.

Whilst back in Australia, the 101st Field Workshop was left with the responsibility of maintaining and repairing returned equipment from Vietnam as well as keeping its Australian based dependent units operational.

### **1st BRIGADE ADMINISTRATIVE SUPPORT BATTALION**

In 1993, the 101st Field Workshop was disbanded and became part of the 1st Brigade Administrative Support Battalion

(1 BASB), which continued in the role of providing formation line repair and recovery support to the 1st Brigade units still in Sydney. 1 BASB was renamed the 1st Combat Service Support Battalion (1 CSSB) in May 1997. Repair Platoon, B Company, recently had the task of packing up all unit equipment into shipping containers bound for Darwin and cleaning up the site after almost 60 years of inhabitancy at Ingleburn. The site on MacDonald Road, Ingleburn was handed over to representatives of the local Facilities Branch on 25 September. During the early hours of 1 October this year B Company departed its Sydney home for the last time, as it left to rejoin its parent unit at the newly built facilities within Robertson Barracks, Darwin.

### **CONCLUSION**

With the Australian Army embracing a period of constant change, it is fitting that the Army depart from Ingleburn, which has become an obsolete workplace with innumerable safety hazards. Most of the buildings have been condemned for many years, however, the units that have served at Ingleburn have made the most of the conditions and continued to provide quality support to units in the area. The site has also served as a base for units deployed overseas and around Australia.

Ingleburn has served the Army and RAEME well since it was built and has seen many faces pass through its gates. The site will be remembered by all who served there, in particular those who were introduced to the Army at Ingleburn during basic training, and by the members of Repair Platoon as the last to serve at the location.

## **MEMORIAL TO THE CRAFTSMAN**

"For many years our Corps has considered the development of a memorial which encapsulates and commemorates the contribution of the Craftsman to our Nation. Over recent years, proposals have included the incorporation of a RAEME memorial into the planned rebuild of the chapel at North Bandiana through to the construction of an honour wall at the entrance to North Bandiana. For a variety of reasons, these proposals have not progressed past the initial planning stages.

Other logistic Corps have established memorials. RAAOC have developed a memorial garden comprising a pond, rose garden and seating in an area opposite the Army Museum Bandiana. RACT have a wooden wagon wheel set into a bluestone block wall. This memorial is presently located at Puckapunyal but with the imminent disestablishment of the Corps Directorates (1 Dec 97) and the relocation of the RACT Museum to Army Museum Bandiana, the RACT has taken the decision to relocate its memorial to a site adjacent to the RAAOC Memorial Garden by the end of this year.

For a number of reasons, and with the continued development of our historical heritage in the Army Museum Bandiana, the Corps Committee has taken the decision to establish a Corps Memorial in the area opposite the Army Museum Bandiana. The centrepiece of our memorial will be a bronze statue of a Craftsman. The picture on the front of this magazine is a clay model of the statue. It is intended to set the statue in a low growing garden surrounded by a paved area. The craftsman depicted in the statue does not tie the craftsman to a particular era. More, the Memorial is to reflect the contribution craftsmen have made to our Nation over many years.

On learning of the decision to develop the Memorial to the Craftsmen, many past and present members of the Corps have expressed a desire to make a financial contribution to the Memorial. To this end, the names of individuals, organisations or corporations who donate to the Memorial before 1 March 1998 will be published in the next edition of the *RAEME Craftsman* and also included in a capsule which will be sealed in the foundation of the Memorial. Donations should be made to the RAEME Corps Fund, Army Logistic Training Centre, Latchford Barracks MILPO Bandiana VIC 3694. The contact for the project is Major Doug Gamon, Telephone 02 6055 2143.

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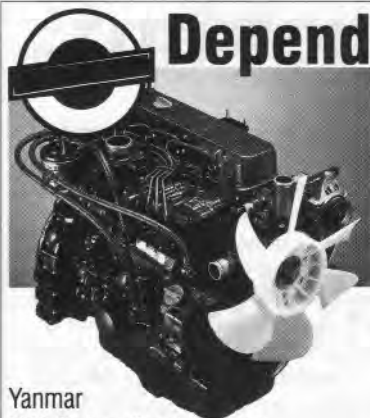
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**YANMAR**

# You Reckon We Only Date Back To '42?

by CAPT Perry Beor

**R**AEME type units have existed in armies ever since a soldier first needed his armour repaired or a sword sharpened. Sun Tzu in his book on the Art of War even talks about the costs of repairing broken chariots, armour and weapons – and he was writing in the 5th Century BC!

In the Australian context, the Royal Corps of Australian Mechanical and Electrical Engineers was initially formed as AEME on December 1, 1942 having arisen from the Mechanical Engineering Branch of the AAOC and prior to that the Ordnance Department of the Army. We had already seen action in the first AIF as Ordnance Medium Workshops, Ordnance Mobile Workshops and Salvage Workshops, and had a lineage that dated back to the very first days of the country.

Captain Arthur Phillip himself in fact, when putting together the First Fleet, stipulated that some of the marines who were to accompany it were to be Artificers, and in 1800 Governor King appointed Captain Edward Abbot to the position of Engineer and Artillery Officer Superintending the Defences. We've certainly been around a long time but it is interesting to note just how long.

The earliest specific mention of a RAEME type organisation in antiquity comes from Vegetius, the bloke who wrote the first set of Pams for the Roman Army in the 4th century. He mentions that in the Praefecture of the Workmen (read DAA), the Legion had a train of workmen of every kind... for making and repairing the wooden siege towers, arms carriages and the various sorts of machines and engines for the attack or defense of places". He goes on to talk about "travelling workshops

in which shields, cuirasses, helmets, bows, arrows, javelins and offensive and defensive arms of all kinds were made and repaired".

This sounds remarkably like a description of base workshop and a field workshop doesn't it?

You can almost imagine the AC (Artificer Centurion) having the following argument. "Listen Squeezus Maximus I don't give a two denarii about what that bloody Numidian barbarian in the store says but if I don't get some new road wheels for the ballistae soon those Thracian dropshorts won't even be going out the front gate. Tell him to remove his digitanus from his rotunda and bring some up from the other cohort, or by Jupiter, I'll be having words with the Camp Praefect!"

In fact the Legion had over one hundred and fifty specialist ECN's on its orbat. Each century also had its own tech support team consisting of an armourer and a cartwright. They were termed immures and were paid at a higher rate than the rest of the legionaries and were immune from being called up for combat duties unless as part of an operation involving the full Legion.

As you can see from the above while the names and the organisations may change there is and will always remain a job for the Craftsman. This has been the case in the armies of Augustus Caesar, John Monash and Tom Blamey and will continue to be so into the 21st Century, regardless of DER, Restructuring the Army, Logistics 21 or the Pentropic Division. The Corps has a job, that job has to be done and that job will be done.

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*24 August 96 to 6 October 96*

by CAPT Andrew Wheatley RAEME



*From Left: W02 Bob Run, RA Sigs (Posted British Army two years), CAPT Richard Emmert AAAun (Posted 1 Regt AAC British Army two years, and the author, CAPT Andrew Wheatley RAEME.*

Each year a few Engineers Officers in RAEME head off overseas to attend the Officers' Long Aeronautical Engineering Course at Royal Military College of Science and School of Electronic and Aeronautical Engineering, both in England. The combined courses are completed in eight months, then each Australian Officer is sent for a six-month detachment to a field force unit. I subsequently received a posting to 1 Regiment Army Air Corps Workshop, British Army, at Gutersloh in Germany. The Regiment consisted of three Squadrons of Lynx and Gazelle aircraft plus a Workshop with a manning strength of 170 personnel. I was one of four Workshop Officers.

In June 96, two of the Squadrons were deployed to the Former Yugoslavia (FY). After some Initial Employment Training (British Style), I was meant to take up OC Rear Details duties with the third Squadron. However, due to a shortage of Officers I was sent on NATO peacekeeping duties on OPERATION RESOLUTE, in August 96.

This peacekeeping force was known as IFOR – Implementation Force NATO. It consisted of a NATO Multinational Force of member and non-member countries. The political climate at the time was very uneasy (and still is). Around six months before, the United Nations had pulled out of the FY due to unsuccessful control of the warring factions, therefore losing a large amount of credibility across the world. On that day in December 1995, the Rules of Engagement changed to a more aggressive nature and all aircraft flew heavily armed (anti-armour ammunition). Those who know or have had some experience with the UN will probably understand why. That continuing debate could probably fill an encyclopedia. NATO's mission was to establish control by enforcement of the DAYTON Agreement, oversee an election within the first year and return some stability to the country. The DAYTON Agreement was a treaty, initialled at Dayton, USA and signed at Paris by all warring factions in 1995.

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Left: Typical examples of some of the destruction around Bosnia.

Below: Main Operating Base at Split in Croatia.

### The Warring Factions

To understand the situation, I will try and explain the FY and its people. The Former Yugoslavia was made up of six Republics: Slovenia, Croatia, Bosnia Herzegovina, Serbia, Montenegro and Macedonia (Victoria is bigger than these six Republics). The population is mostly made up of Serbs and Croats (60%). They are intermingled, speak the same language and yet feel **very different** about each other. All the republics except Slovenia are intermixed ethnic entities. However, history and religion separate most of them. There was one Army before the breakup of the country. Now there are assorted Armies including each of the Republics and splinter groups like the Bosnian Croat Army, the Republican Serbian Army, the Bosnia Muslim Army and the Bosnia Serb Army. All with varying degrees of professionalism. To add to the confusion during the conflict, at one end of the country there could be alliances between different Armies to other parts of the country. There could be a Muslim/Croat conflict and 200 km away, Muslims could be fighting the Serbs while in another part Muslims and Croats would have an alliance against the Bosnian Serbs. Now, if you are confused about what was what, give a thought to the countries themselves. There were many sides within this War.

Several images reminded me of the War, how futile it was and is still. You may remember some of the TV pictures that were on the News in Australia. I believe it was a Muslim girl and her Serb boyfriend both shot in Sarajevo along Snipers Alley. They were in their mid 20's and neither side accepted responsibility for their murders. Their bodies laid where they were shot for days. Mixed marriages were considered unacceptable and are still. War graves were being discovered daily, ranging from tens to hundreds of people. In villages across the country there were constant reminders that the war was neighbour against neighbour. One suburb could be completely untouched then the next would not have a house standing. A comparison between Richmond and Carlton in Melbourne, if only one suburb was left standing.

When I arrived in Croatia, the Regiment had been deployed on Operations for six weeks and the routine of the deployment had settled down. The British Division in Bosnia was preparing for the Presidential, House of Representatives and Municipal elections, which were subsequently restricted to only the Presidential and House of Representative elections. These took place in September 1996. The Municipal elections were due to take place in Spring 1997.

The two Squadrons consisted of four Gazelle and 16 Lynx aircraft. The Squadron was later boosted by another six MK9 Lynx aircraft for the duration of the election. The Regiment's Main Operating Base (MOB) was in Split, Croatia. It included most of the Workshop, Regimental Headquarters and Echelon support elements. The Regiment also had two Forward Operating Bases (FOB) located in Sarajevo and Gornji Vakuf in Bosnia. There was approximately 40 minutes' flying time to each location from Split.

I was in location for just under seven weeks while all the Workshop personnel cycled through their R&R period. I regularly travelled to both Forward locations to observe any problems of the two Forward Support Sections and regularly worked with the technicians on the workshop floor to gain knowledge of the aircraft. The Aircraft Engineer of the day briefed the Regiment on the condition of its aircraft and he was regularly grilled if serviceability dropped to 80%. They gave no allowances for Australian accents. During that period, I also assisted on the Artificer and NCO Leadership training courses, performed in Croatia. The British Army still runs promotional courses while on Operations.

The Forward Repair Section at Gornji Vakuf had up to ten REME personnel who performed daily and technical flight servicing, 25-hour servicing blocks and minor repairs. Sarajevo had two REME personnel and performed daily and technical flight servicing only. Most repairs, where possible, were performed at Split due to the availability of equipment and better working conditions.

On completion of the attachment to the Balkans, I was replaced by a British Aircraft Engineering Officer. The Regiment had one Squadron and support personnel at Gutersloh in Germany. I commanded and administered Workshop Rear – with a great deal of assistance from the ASM, as I was not fully familiar with the British Army's administration style. I also performed much the same engineering duties as in Bosnia/Croatia. Overall my 'Bosnian' experience was a great opportunity to learn about Operational activities and the associated risks firsthand.

As a nation, I sincerely hope Australians are never involved in a Multicultural/Religious War of this kind. However, as a military person, I strongly recommend an experience such as a UN or NATO Peacekeeping Mission, if you are given the opportunity. Also if you are wondering the significance of the 'BAT' at the beginning of the article, stands for Bastard Air Technician.





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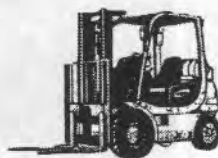
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# 7TH COMBAT SERVICE SUPPORT BATTALION

*by LT Steve Davis, Veh Pl Comd*

## **Who We Are**

7th Combat Service Support Battalion (7 CSSB), of the 7th Task Force (7TF), (based at Gallipoli Barracks, Enoggera) was raised on 1 July 1997 with the amalgamation of 6 BASB and 7 BASB. Amalgamation has brought with it an integration of ARA, GRes and RRes (now GRSR) personnel to form a unit which is to reach OLOC manning levels with an almost equal complement of both part-time (PT) and full-time personnel (FT).

## **What We do**

The role of 7 CSSB is to provide combat service support to 7 TF and its dependencies. Wksp Coy, as part of 7 CSSB, provides formation level repair and recovery support to 7 TF and unit level repair and recovery support to 7 CSSB.

## **Who We Support**

The units supported by Wksp Coy, 7 CSSB include:

- 6 RAR: a motorised Bn with newly embedded combat support elements (including artillery, engineers and signallers).
- 25/49 RQR: a motorised Bn which has replaced 49 RQR on the TF ORBAT
- 9 RQR: a motorised Bn which has replaced 8/9 RAR on the TF ORBAT
- 2 CER:
- 2/14 LHR (QMI):
- 7 CSU: consisting of combat support and combat service support units which were formerly known as 139 Sig Sqn, 16 MP Pl and HQ Bde TSSU, and
- 1 Fd Regt.

## **Where Did We Come From?**

Wksp Coy is the product of an amalgamation of the workshop elements of 6 and 7 BASB. Initially, the formation of 6 and 7 BASB saw the disbandment of the independent 104th and 106th Field Workshops, which became sub-units of the respective BASB's. Despite the loss of unit names during the recent amalgamation, and the coining of the more generic sub-unit title of 'Wksp Coy', much of our history as '104' and '106' has been retained. Memorabilia of both the 104th and 106th Field Workshops has been collected by members of the new organisation for display in the new Wksp Coy museum. If past members of either '104' or '106' have any memorabilia or photographs, donations would be appreciated.

## **Manning**

The Wksp is commanded by MAJ Jock Stuart (FT) and the current posted strength is as follows:

	FT	PT	Positions by SED
<b>Offrs</b>	5	4	MAJ x1, CAPT x3, LT x4
<b>WO/SNCOs</b>	21	11	WO1 x1, WO2 x10, SGT x16
<b>ORs</b>	91	30	CPL x55, CFN/PTE x94
<b>Drake Contractors</b>	10		

Unlike the other sub-units within 7 CSSB, Wksp Coy has retained a higher percentage of FT personnel than PT personnel. The rationale behind this has obviously been the effect of project BUSHRANGER in the TF and the significant increase in vehicles and equipment held by TF units. Unlike 1 and 3 Bdes, 7 TF has seen the introduction of a civilian contractor (Drake Personnel) into the TF in an effort to supplement those FT positions that have been converted to PT positions as a direct result of the RRes Scheme and more



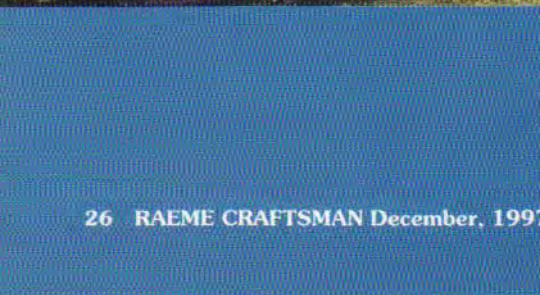
7C858 Workshop Coy.



106 in new premises in 1991/1992



104 deployed in Aug 92.





106 WKSP Coy Exercise "Arte et Marte" 1996.



L CPL Charlie Goloski - the monkey mascot (106) in the mess with some of the boys.



104 deployed at Jondaryan.



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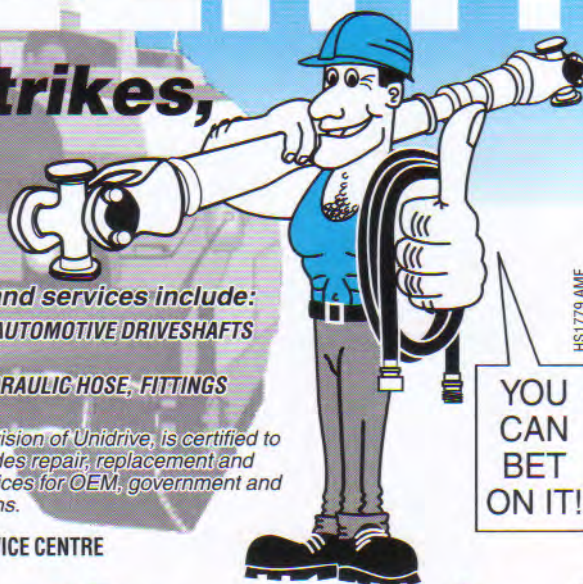
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recently the raising of the new TF This contract has proven to be particularly successful within Wksp Coy.

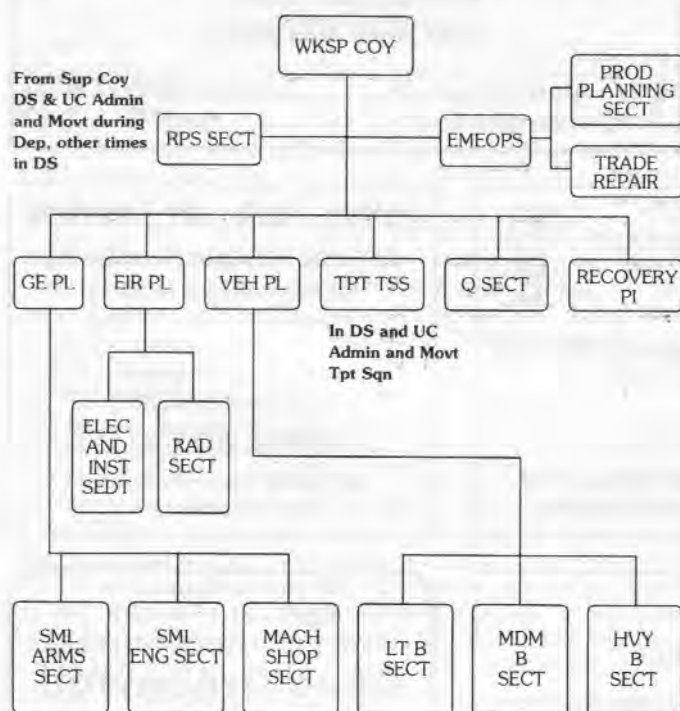
To minimise the disruption to both FT and PT members a simplistic approach was taken to develop the manning structure of the Coy. As both '106' and '104' Wksp Coy's had similar structures it was decided to keep the existing 6 BASB structure and supplement the FT platoons with PT personnel. The obvious advantages of this approach were as follows:

- that the FT personnel did not have to experience a complete change in regards to their existing structure and environment,
- that the PT members were able to fit into these existing structures and therefore reduce the 'settling in period', and
- the concept of integration could be fully embraced and therefore both FT and PT personnel could benefit from the knowledge and experience that each have to offer.

Whilst like most changes this process has had its 'hiccups', the obvious benefits of this approach will no doubt soon become obvious. In an effort to break away from the traditional Tuesday nights and weekend commitments, the PT soldiers are now being encouraged to parade during a normal working week depending on their civilian commitments. As the Wksp Coy backlog is always 'healthy,' this approach to employing PT soldiers is obviously beneficial for all concerned. In particular, this now allows the PT soldier the opportunity to apply his trade skills on a variety of tasks but more importantly it gives them the chance to complete a job without the interruption of having to wait until the next Tuesday night or weekend to finish it off.

### Our Structure

It is important to note that the structure of Wksp Coy, 7 CSSB is somewhat different to that of our RAEME brethren in Townsville and Darwin/Sydney. In barracks we have moved away from the FRG concept and now consist of generic maintenance platoons which facilitates a fleet management approach to the repair of vehicles and other equipment. An FRG/FRT capability is still maintained however and these are formed as required during deployments. The structure of the workshop is:



### A Look Back At What Once Was!

Unfortunately such a small article does not provide the appropriate time or space to outline a full history of '104' and '106', but a brief mention of 'what once was' may well trigger fond memories for some.

### 104th Field Workshop

'104' was first raised during World War 2 as the 104th Independent Brigade Workshop in the New Guinea Campaign, but was disbanded in 1945 when the war ended and the 2nd AIF was demobilised. Re-organisation of the Australian Army in 1948 once again saw the raising of 104 Infantry Workshop as a CMF unit located at Annerley and then at Bulimba in Brisbane. In 1975, '104' again closed down and its personnel were absorbed into 1 EME Services Unit. This arrangement remained until the large-scale Defence Force restructuring which occurred in the late 1980s.

Raised for the third time on 1 Sep 1987, '104' became an ARes unit of the 1st Div under command of HQ 1 Div EME and later under command of HQ 7 Bde from 4 Nov 1991. 7 BASB was raised on the 28 Feb 1994 and 104 Field Workshop was absorbed into the new unit in order to provide second line support to 7 Bde and first line repair and recovery support to 7 BASB.

### 106th Field Workshop

'106' was raised at Nui Dat in South Vietnam, in Nov 1968, absorbing equipment and personnel of the 1st Armoured Squadron Workshop. Initially '106' provided support to C Sqn 1 Armoured Regiment LAD Section but in mid 1969 the new unit began accepting work from the 1st Australian Task Force based in Phuoc Tuy Province, South Vietnam.

'106' returned to Australia in Oct 1971 and was relocated to Bandiana where it assumed a field training role as part of RTC instructional courses. The workshop was later renamed 'Field Training Wing', RTC and was located at the Migrant Hostel - Bonegilla, (now known as Latchford barracks).

The workshop was eventually disbanded in 1976 but in May 1981, '106' was reraised at Coopers Plains, Brisbane, absorbing the personnel and equipment of the defunct 1 Mdm Wksp. The newly re-raised 106 was to support 6 TF (which later became 6 Bde). After an extended period in D'Armoir Barracks at Coopers Plains, new facilities were constructed and opened at Gallipoli Barracks on 14 Jun 1991. The widespread forming of BASBs meant a loss of independence for '106' and in 1993 it became a sub-unit of 6 BASB, supporting 6 Bde.

### What Is Our Future?

Both 6 and 7 BASB were extremely busy in the first half of the year with Bde deployments to Woomera and Shoalwater Bay respectively. But the work didn't stop with 'Endex' as the lead up months to Amalgamation on July 1 saw activity levels reach fever pitch. 7 CSSB hit the ground running on 1 July 1997 and we have been working ever since at a smooth transition into the new FT/PT environment. The new TF also conducted a 'courses camp' in the July concentration period which kept us all busy and out of trouble. Wksp Coy has now settled into a routine however, and one Tuesday night and one weekend per month are now dedicated to common training of both FT and PT personnel.

Whilst the activity rates across 7 TF are relatively slow in terms of units deploying into the field the emphasis has been placed on individual skills both military and technical. The aim is to step up to PI level deployments in early 1998 and sub-unit deployments by mid 1998. Therefore, our opportunity to spend some time in the field is not too far away. The immediate goal of Wksp Coy is to ensure that all members (both FT and PT) are trained and deployable under the terms of the AIRN directive. While this is happening, we are already planning for the Wksp Coy role in the deployment of a 7 CSSB Forward Support Company (FSC) to support 6 RAR during the RTA trials with 1TF starting in mid 1998. At this stage the FSC manning will probably be comprised of a large percentage of Wksp Coy personnel consisting of both PT and FT personnel. *If you are interested in the challenges of 7 TF and living in 'Bris-Vegas,' then why not try for a posting to Wksp Coy 7 CSSB?* In the meantime, its back to 'business as usual'.

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# UNIT JOTTINGS

## THE BUCCANEER SPIRIT

**B Squadron 5th Aviation Regiment**

*by CFN Peter Elliott*

Greetings from the Buccaneers. As normal we are overworked and underpaid, but have managed to keep the 'Hawk's' flying. Over the past eighteen months we have supported 2 RAR, 4 Fd Regt, SAA, the SASR, 3rd BDE, A SQN and basically anyone holding a school fete.

On the 13 June 96, B Squadron was tasked to provide aircraft support to the Accident Investigation Team (AIT) and other personnel involved in the aftermath of the Blackhawk crash on the night of 12 June 96. This was an extremely sad period for the Buccaneers but we kept the aircraft serviceable and flying. As the funerals for the victims were being held B Sqn was tasked to support 2 RAR in the Tully area of North Queensland.

In September the Squadron deployed on exercise 'Swift Eagle' near Mt Garnet. The exercise almost turned into a disaster when a fire broke out near several squadrons of aircraft. The fire fighters were having a hard time and the fire was looking like getting away and eating aircraft for breakfast. The tide was turned with the assistance of the down draft from a Blackhawk, resulting in no injuries and no loss of aircraft or equipment.

Preceding 'Tandem Thrust' we spent twenty-one days between Macrossan and Townsville dodging cyclone 'Justin' who gained intensity and fizzled out just as quickly. Normal procedure for the squadron, when under cyclone threat, is to move the aircraft inland to a safe place. This is usually the very isolated storage base at Macrossan. On about day fourteen, we did manage to move from Macrossan to the town of Hughenden as the wind had intensified dangerously. The pub accommodation and counter meals were lavish after eating rat packs for so long. Hughenden renewed our faith that the defence force is still appreciated by the country community. I do believe that every man, woman, child and dog visited us at Hughenden airstrip on at least two occasions. Their friendliness will be remembered fondly for a long time. Just before Easter 'Justin' crossed the coast again right smack bang in the middle of us preparing for an overseas 'op'. We were fitting jugs (long range fuel tanks) for the trip, the time was not available for us to evacuate the aircraft inland, thus we had to place the aircraft between the hangars for protection and batten them down as best we could. All aircraft survived undamaged.

During May, Blackhawk A25-111 suffered loss of tail rotor control, resulting in an emergency landing and aircraft damage. An FRT was dispatched, interim repairs were carried out and the aircraft recovered back to Oakey. The FRT then proceeded back to Townsville. On the way back, the FRT's 6x6 GS landrover gearbox blew up just outside of Rockhampton. The



aircraft tradies were required to fly back to Townsville by civvy air, much to the shock of the CSM BASC Rocky.

In April the Buccaneer's were lucky enough to go to Indy car at the Gold Coast. This swannie provided unlimited entertainment and the Marlborough girls deserve special thanks for their invitation back to the corporate tent. We tested the P.R. capacity of the Black Hawk to the max, as everyone wanted the Marlborough girls and themselves in a photo with a Blackhawk in the background. The Gold Coast police were great in providing police escorts to and from the Indy grounds. We are still waiting for the 'Buccaneer Way' street sign that the police commissioner promised us after overhearing our intentions of 'acquiring' the said item. Your Buccaneer badge is here waiting Commissioner!



## UNIT JOTTINGS



In April the Buccaneer's also flew to Weipa. We were located in a five star resort called RSUU, yet another reserve unit transport yard. During the time off the boys went fishing. I believe that thirst overcame them as more VBs were drunk than fishing lines cast. Alas I didn't hear of any fish being caught.

Pilots are required to carry out long distance navigation and to practice approaches to airports in unfamiliar airspace. To that end, exercise Southern Trainer was held in May this year. Four aircraft carried out over ten days, a circumnavigation of the eastern states This was via Longreach-Broken Hill-Adelaide-Melbourne-Maroochydore and back to Townsville.

One leg of SouthernTrainer was carried out on N.V.G.s. Aircrew and tradies departed from Longreach early in the night, arriving well before dawn to a very bizarre sight. A massive gas refinery at Moomba on the S.A.-N.T. border, looked like something from Mad Max or the Jetsons. It was lit up like a Christmas tree on steroids. Excess gas being burnt off, gave off a weird hue over the entire scene. All the shift workers came out of the woodwork to look at what they thought was a weird scene, four Blackhawks landing in the middle of where they work. One person came out of the crowd and introduced himself as the local search and rescue pilot. He was given a bit of a tour over the aircraft and in return invited everyone to stop off at his station. This was several hundred kilometres down the way they were going, so they agreed. The troop arrived at the homestead about afternoon tea time. They were greeted by every local for hundreds of kilometres around (about fifteen people). Another guided tour of the Blackhawks was given and in return, a country cooked feast for afternoon tea was given to a very bleary eyed and appreciative bunch of blokes.

In August, B SQN headed off again, this time on exercise 'Aurfura Warhorse' to the top end. At Groote Eylandt the boys managed to gatecrash BHP's picnic in the park and a few golden ales were had by all. In Darwin the boys paid good money to go on what they believe to be the fishing trip of a lifetime. They were cast away on the 'SS Mino' with all good cheer and the usual manly ho ho ho. What a disaster, the captain did not appear to know where he was going and not a fish was caught. Seventy dollars could have bought two cartons of beer or at least three kilos of king prawns. The boys enjoyed a NUK night in Tindal and Beachcombers in Darwin provided some light lunchtime entertainment where a particular staff sergeant is having a pacemaker fitted after getting a little too close to the show. They broke down on the way back from exercise on Sweers Island. It sounds all a bit too convenient to me, lucky they had their fishing rods and stubby coolers handy just in case!

On August 17, B Squadron supplied a nine aircraft fly-by for the dedication of the Blackhawk memorial in Townsville.

## BUCCANEERS WHO LEFT IN 96

LT BREEDEN  
CPL CHAPMAN  
CPL NELSON  
PTE BECK  
CFN McCLURE  
CFN SATTLER

SGT FREDERICKS  
CPL CLAYTON  
CPL SHEEHY  
CFN THOMSON  
CFN PARRISH

SGT McGRATH  
CPL HILLS  
LCPL DORAN  
CFN EDWARDS  
CFN ROEMPKE

## BUCCANEERS LEAVING IN 97

The Engineering Officer CAPT Paul Dare  
off to Army LM Sqn Oakey

The ASM W02 Tom Purvis off on Long Service Leave

The Hangar Artificer SSGT Bob Smith  
off to C Sqn to play with Iroquois Gunships

PO Dale Butcher off home to 816 Sqn NAS Nowra

CPL Tony Hosfield, PTE Steve Abbott and PTE Chris Morgan  
all going back to the blunt end at the Technical Support Squadron

CPL Mick Lynch off to RAMS

## 5 AVN REGT

**The boys and girls at 5 Aviation Regiment in sunny Far North Queensland have had a very busy and interesting year, and not just from the work point of view.**

*Story by Irish*

The workload certainly was heavy with several exercises through the year requiring helicopter support, and therein lies the difference between Aviation and say an Artillery or Infantry unit. Just like a Transport or other support unit we are mostly out there in support of the efforts of others. And of course the more they fly, the more maintenance is required, keeping RAEME off the streets and in many cases off the playing field as well.

But when we did get to play we really showed them. For example the Regiment team (quickly assembled [dare I say decked] and minimal training, as per usual) actually went on and beat IRAR in the 3 Brigade obstacle course. That's something that won't be forgotten by those involved for a long time. That result combined with other creditable performances in the cross country and on the range will put 5 Avn in strong contention for the Brigadiers Trophy this year.



Not everything at 5 Avn Regt flies. Here Cpl 'Deano' Dean prepares to deliver a WW2 Matilda Tank to Thuringowa RSL. The tank was donated by a kind citizen and posed a major logistic problem for the RSL Club until 5 Av volunteered.



*Sgt Peter Buttery and Sgt Stephen McGuire enjoy themselves at the North Queensland RAEME Birthday Dining in night organised and hosted by 5 Avn Regt.*

The shooting team brought back more accolades than you could poke a stick at from ASAM. One team member I interviewed mentioned the words first and second more times than I could comfortably write down without getting writers cramp.

The not so annual rugby stoush between 5 Avn and 162 Reece Sqn was another big win. Especially if you are a 5 Avn supporter. The 20 points to 16 final score line was indicative of the closeness of the game but no fear of the underdog coming good in this grand final!

Ever the gracious host, 5 Avn organised this year's North Queensland and RAEME birthday dinner at the RAAF Base Sgts Mess, demonstrating a high level of decorum and finesse to complement the brain and brawn for which we are better known!

It's already more than a year since the Blackhawk crash and naturally it is still on our minds. The anniversary was marked by a parade on the base. Shortly thereafter the civil community showed their respects and appreciation for 5 Avn, as well as the wider Defence community, by officially opening the Black Hawk memorial in the Palmatarium. The ceremony was attended by the Regiment, local and interstate dignitaries both civil and military as well as a large civilian crowd of well wishers. Cpl Kev Meddings of Tech Supt Sqn was awarded the Div Commanders Commendation for his actions in relation to the crash. He was a witness on the ground and was one of the first on the scene. He dragged a badly injured man from the wreckage and administered CPR all the way to Townsville where the patient was pronounced deceased.

Cpl Ken Brown, Cpl Peter Tan and LCPL David Wardle of A Sqn and ASM B Sqn, WO2 Andrew Purvis all received Commendations for excellence on the job. And of course everyone else just quietly and efficiently went about the business of keeping Australia's premier air mobility hardware in the air where it belongs.

It is rumoured that this may be the final issue of *The RAEME Craftsman*, at least in this format. If this proves to be true, everyone here at 5 Avn Regt would like to say thanks to the editor and staff of this fine publication for their sterling efforts over the years.

## BANDIANA LOGISTIC GROUP

### SPORTS DAY, 8 SEP 97

Welcome to duck season (I don't mean the shooting season, I mean the wet). BLG conducted their first sports day in quite some time on 8 Sep 97, the wettest day in this area all year. Not to mention how cold the day actually was with the wind off

the snow capped hills blowing straight through you. Being wet behind the ears has a totally new meaning. This may very well be the last sports day held by this unit, due to the fact that CSP is to be implemented early in the new year.

The day was put together by two members of the unit the Chief Clerk (WO2 Gregg Bisset (RAAOC) and PTI CPL Dave Novak (RAAMC)). Those two have the most devious minds I have ever encountered, imagination's ran rampant with the putting together of the events.

It was an RDO in this unit for the civilian members and guise a few of them turned up anyway and competed alongside the military, even the ex members like Mr Phil Peers (Ex WO1 RAEME). They copped the punishment that the organisers and mother nature dished out on the day.

Our ADJT, CAPT Peter Buckley (RACT), was our starring truckie in his Superman Y Front Jocks, in the cargo net event, which was stretched over the dirtiest, smelliest wettest puddle you could lay your eyes on (see picture). Ex RAEME SGT now WO2 Gavin Stafford (now RAAOC) refused to sleep that night for fear of having nightmares about the things he had seen that



*Top: Chief Clerk (on the ground) WO2 Gregg Bisset getting his just deserts.  
Below Left: WO1 Mark Weydon instructed by CPL John Powell.  
Below right: Chief heckler CPL Phil Quin.*

## UNIT JOTTINGS



Top Left: Fleet Manager Wpn Sys Mr Phil Peers and PTE Pam Bugg.  
Top Right: Leopard test ramp.  
Below: Capt Peter Buckley in Superman Jocks.

day. Males and females down to their undies, is not a pretty sight for some. Our leader COL Lillie, CSC, at least had enough nous to wear shorts under his tracksuit. Yes world, our leader was out there braving the elements just like the rest of us. Some of the other events included:

- Pushing a trailer with water in it, and may I say that by the end of the day it became quite heavy, not from water out of the tap either.
- Picking up ping pong balls in your mouth running to the other end and spitting them into a bucket, run back dip your face in a bucket of water then into the dish full of flour with the ping pong ball in the flour. There was only one person who could get two ping pong balls in his mouth at once and you guessed it, it was a male and he happens to be RAEME (CPL Jim Ianches). Well done!
- We had an event in our old gym where string had be stretched across the room with pegs on the string and pancakes that just hung on the pegs. You had to crawl under the first string and eat the pancakes as you went along. I forgot to mention that the pancakes had the worst jam smeared all over them and that the event was run by WO2 Pops Malone (RAEME).
- There was an event where you had to kick a football blind folded (easy you say, try it). Well WO1 Mark Heydon (RAEME) perhaps you should play for a team, but then again narr.

Our RSM WO1 Steve Hunter, the RACT CORPS RSM had the right idea, he went on holidays to QLD, (chicken SIR!). Our senior RAEME person (LTCOL Richard Barber) probably had

more sense than most of us and was nowhere to be seen on the day, (due to a mystery illness!).

The day was to wind up CSP for all of us and let our hair down at last. We succeeded wonderfully and the stress relief of CSP was attained. We drowned CSP on the day (pardon the Pun). Once the day's event had concluded you wouldn't believe it (typically Bandiana weather) started to brighten up and the sun made an appearance to warm and dry some of the weary and bone soaked competitors. The war stories and the vitamin B (VB) started to flow thick and fast. On the whole most people enjoyed themselves and the weather didn't put too much of a dampener on their spirits (pardon the pun again). Thanks to all the people who worked behind the scenes to organise and set up the day. The laughs are still happening.

**CPL Tania Harrison**  
**RP BLG**

### ODE TO TST

Another year draws to an end,  
And postings ebb forever near.  
We think of what we've done – achieved,  
Spin our warries – sip a beer.

Tech Support Tp – 16 AD,  
Have worked hard up in the hills.  
From Mack to Rapier we've maintained,  
And repaired with all our skills.

Just next week the PBS-70,  
Takes off for Tasman Eagle.  
It's fit and ready for the task,  
In top condition – almost regal.

Pitch Black went really well last year,  
Our annual trek up north.  
We see it soon – October's near,  
To RAAF Tindal we go forth.

We saw our friends from Singapore,  
Is the Woomera getting drier?  
They sure enjoyed the April Sun,  
And their Rapier live fire.

The Reservists held a Rhino Charge,  
With enemy from 16.  
The guys and TST Comd,  
Fought on the Kamarian team.

It's official now – Support Battery,  
Just us and the QM's Log Tp.  
Standing toe to toe with Gunners,  
On the footy field and under the hoop.

All in all life's going fine,  
No reason to slow or lag.  
We keep the Regiment up and running,  
And fly the RAEME flag.

**LT D.J. Hughes, TST Comd**

### TECH SPT PL 4 RAR (CDO)

Greetings and salutations to all our fellow Brothers and Sisters. Welcome to another dimension in the ever-changing, never certain world of the Mighty 4th Battalion (Commando), The Royal Australian Regiment.

The year started out slowly at 4 RAR with some new march-ins in the first few months swelling the ranks to 17, making TSP just over 1/3 posted strength. The Commando name change

came about in Feb 97 with a weeks drill practice in the rain that finally culminated into a birthday parade. With the name change came the Grunts' attitude change so they now float above water instead of the normal walking on it.

Mid-year saw LT Palmer arrive as OC TSP and depart just as quickly to attend his ROBC, however, there was enough time for the Grunts to try their lobotomy indoctrination, luckily the ASM (W02 John Bastin) brought the boss back from the brink of insanity with a failed attempt at trying to slip a golf day past the OC Admin and the Grunt mentality shone through yet again (You Have Got To Be Joking!) showing the boss what he was really up against.

The much awaited move from the dungeon one-room wksp that was tacked onto the Main Q, to our recently upgraded from condemned ex 1 TPT SQN WKSP was a triumph to the RAEME spirit of persistence and conniving even though it took three goes of move in, move out (thanks again for all your help Admin Coy) before we could finally call the Wksp home.

The last half of the year has been taken up with everyone getting one course or another with a mix of both promotion and trade courses. TSP recently upheld the RAEME tradition of tug-of-war Champions against all and sundry commando challengers.

With postings arriving daily, the lucky ones that have gotten over the wire are: W02 John Bastin moves to MAS Sydney (He keeps muttering "I will be back and vengeance will be mine"), CPL Ben Smith will go on promotion to 1 CER WKSP, CPL Mat Murphy will go anywhere as the RPS CPL as he is still awaiting a posting order and CFN Steve Maher will finally experience a bush trip at 3 BASB.

As the year draws to a close, 4 RAR TSP wishes all a Merry Xmas and a safe and Grunt-free New Year.

Here is the '97 Roll Call.



BACK ROW FROM LEFT TO RIGHT - SGT Tank Pontifex, CFN Harry Ioannidis, CFN Simon Young, W02 John Bastin (ASM), CPL Tony Mackay, CPL Brett Bament, CPL Ben Smith.

FRONT ROW FROM LEFT TO RIGHT - CFN Allan Jones, LCPL Neil Farthing, CPL Reg Mead, LT Alex Palmer (OC TSP), CFN Lindsey Clark, CFN Adam Cooper, CFN Steve Maher.

ABSENT - CPL Mat Murphy, CFN Ben Jansen, and CFN Scott Sanders.

## CLOSURE OF THE DIRECTORATE

On 1 December 1997, the Directorate of Electrical and Mechanical Engineers Army will close. The functions performed by the Directorate will be spread throughout other organisations in the Army. The photo shows the last members of the Directorate.



Rear Row: SGT S. Thurlow, W02 P. Craig, W02 S. Madsen, MAJ I. Johnson, CAPT R. Archer, MAJ M. Hall, WO1 M. Shanahan WO1 G. Abbott  
Front Row: Miss C. Maxwell, MAJ J. Lord, MAJ M. Jenkins (REME), COL B. Amor (DEME-A), LTCOL J. Trevivian, MAJ D. Gammon, MR J. Wright

## 161 RECCE SQN TST'S DAY OF RECKONING

### TO FLOG OR NOT TO FLOG

The days, weeks and months have been long, too long for some. CPL Logan's continual attempts to break the monotony with devious schemes bear testimony to this. We have however learned from these that rumours about our illustrious hangar artificer's sense of humour were true. It was these actions that set the scene for a day of relaxation to allow the Tech Spt Tp to unwind.

In the fine tradition of RAEME, upheld by our brothers in arms, a FLOG day (Golf spelt backwards) was organised. With much trepidation and talk of judgement day, the organisational responsibilities were handed over to Sean 'I don't care as long as it's a green can' tucker and LS Darren 'I know boats' Gration.

The hour had arrived and the Fine Keeper, CPL G. Pinnuck, was present to ensure all abided by the rules of the day, some known and others kept secret. When all was right and the Dutch courage administered, the first few teed off.

With many varied tee shots, we made our way around what proved to be an arduous and hazardous course. Between dodging wayward balls, CPL 'Fudd' Munro proved that golf balls do hurt. All the while, the Fines Keeper continued to lurk in the shadows adding the fines.

At first it was the refreshments that were thought to be responsible for W02 Sherlock's staggering golf shots. But those



161 RECCE Sqn, TST - Flog Day with Tow Moter/Golf Cart.

## UNIT JOTTINGS



CPL 'Fud' Munro

in the know say that his sporting skills are much the same. To add to their teams handicap CFN Dean 'Wart' Edward's dress sense ensured people were always looking in their direction so that the ever useful foot club got very little use.

By the dreaded 8th hole, where you tee off from an island, everyone was relaxed, ensuring no one tensed up on the vital tee off: As SGT Polly Jacka's team took to the tee, it was assumed by all that this hole was untamable. But with a shot that would have made Greg Norman envious, the ball was put on the green. The crowd went wild and several of the earth's moons shone their approval.

Team honours went to CFN Tucker and LS Gratton, much to the displeasure of CPL S. Danger, the unit's resident golf pro. The wooden spoon went to SGT B 'Ski' Czulowski's team. With much good humour and optimism, we made our way into town to spread joy and warmth to our fellow Darwinite's. The day was a success and the clan rejuvenated.

CPL Tom Dreilich



CFN Edwards



CPL Jordan sinking a putt.

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## 8/12 MDM REGT TST IN 1997

Things are looking very good this year in 8/12s TST with the huge influx of highly skilled tradesmen who have marched into the workshop.

The troop is commanded by Lt Dubsy, the OC of the troop and the ASM, WO2 Lewicki sets all of the ground rules to which we abide very closely especially the rule about milk being at the brew point every morning at 0730 hrs SHARP! The rest of the workshop is posted as follows:

**Vehicle Section:** The greasers are responsible for maintaining all of 8/12s vehicles including A, B and C vehicles as well as the multitude of trailers contained within the unit. Also in this section the Elecky hangs out attempting to do repairs with his limited resources and constantly reminds us how hard he used to do it 'Back in the BASB' and how easy it is here. Vehicle sect. consists of the following personnel:

CPL Russell, CPL Wosgein, CPL Ross, CFN Foster, CFN Houston, CFN Warren, CFN Kittel and CFN Smith (Elec).

**GE Section:** This is the guts of the workshop, responsible for maintaining the Howitzer, light towed, 105mm, L119 F1 and Howitzer, Medium towed, 155mm, M198 as well as maintenance as other minor equipment and fabrication work. Personnel employed within the legend section are:

SGT Davis, SGT Traey, CPL Writer, CPL Fletcher (welder), LCPL Teale, CFN Wright, CFN McPharlin.

**EIR:** This is by far the smallest section in the workshop but is still responsible for maintaining a large quota of equipment which includes radio and communications equipment, operational computers, sighting equipment (for the guns) and navigation equipment. These are all professionally maintained by DNSDC as one of the members in the section has worked out that it is easier to write a 42 and get his wife to fix it! The members of the section include:

CPL White, CFN Ward and CFN Runnals.

**Recovery Section:** The section's lone Pilot CPL Saikovski is set to get down to some serious towing this year with a new truck, coupled with the Recovery Mechanics standards modifications and is looking forward to providing excellent service to 8/12.

**RPS and TE Store:** The efficient delivery of our parts to the workshop is carried out by none other than crack storeman CPL Wise. The parts in question are always delivered on time with a minimum of fuss (much to the disgust of the Crafty's - less bodgies!). Sgt Gault in the B1 store is keeping up with the roaches professionalism constantly chasing new tools for the workshop to make our job much easier!

**R&I:** This one-man show consists of the workshop larrikin, PTE Fealy, whose entertaining antics keep us all amused from day to day. Normally he will come out with classic comment like 'I wonder if this is flammable?' (as he holds up a yellow bcf fire extinguisher), or on a good day when he comes to work with a few more stitches added to his forehead as a result of gobbins' off to some mean biker dude in a pub.

Last but not least in the cage are the workshop mascots the cockys who keep us entertained with their theatre performance including dancing, public speaking, chewing off fingers and anything else that is placed within beak distance.

That being the format of our workshop, we have planned a few activities throughout the year to break up the hectic work load including: ex s... scared' at Mt Tomah in the Blue Mountains, which involves a trek/swim through Cloistral Canyon for which a follow up report will be made for the next issue. Another activity planned is a Cross Country skiing and survival exercise to be conducted in September.

All in all it should prove to be an eventful year for 8/12 MDM REGT TST and we hope to be able to keep you informed as to our activities throughout the year in further issues!

**CFN McPHARLIN**  
**CFN RUNNALS**

## 4 FD REGT TST

*By SGT J. O'Meara*

4FD REGT TST currently consists of the following manning:

### EME OPS

LT Jamie Hackett  
WO2 Dennis Matthews  
PTE Michael Nicholson

### VEH SECT

SGT Terry McKay  
CPL Chris Pederick  
CFN Andrew Dalton  
CFN James Donovan  
CFN Aaron Moseley

### GE SECT

CPL Mick Doorenboom  
LCPL Mark Cederblad  
CFN Jeremy McClure  
CFN Gil Moore  
CFN Rob Ravot

### EIR SECT

CPL Bill Kennedy (Radio Mech)  
CFN Damien Kennedy (TESG)

### GUN SERVICING SECT

SGT Peter Chalker  
CPL Shane 'Bones' Bradley  
CFN Mark 'Rodney' Ripper

### 107 BTY

SGT Wayne Nutchey (Fitter)  
LCPL Dave Hoy (VM)

### 108 BTY

SGT John 'Bill' O'Meara (Fitter)  
CFN Dave Smith (VM)

### RPS SECT

CPL Peter 'Crusty' Owen  
PTE Trent Flenley  
PTE Shaun Weber

### B1 STORE

CPL Evan Kaiser

1997 started with everyone returning from Christmas stand-down and the arrival of LT Hackett, CFNs Dalton, McClure, and Moseley to be followed later in the year by CFN Moore and just recently CPL Kaiser and PTE Flenley.

It has been a busy year so far with BTY and REGT LFXs, EX Tandem Thrust '97, and support to School of Artillery courses. The troop has also been involved in the usual activities such as the HQ BTY Range Week at Mt Vince which proved to be a good break from the normal routine of the Regiment, REGT Shooting Competition, and the REGT IMT Competition which HQ Bty somehow managed to win much to the annoyance of the Field Btys. We have also seen the following members attend courses earlier this year:

Wayne Nutchey - SUBJ 3 WO (Student of Merit);  
Mick Dorrenboom - SUBJ 1 SGT and currently on SUBJ 4 SGT (Fitter Armt)

Jeremy McClure - SUBJ 1 CPL

Rob Ravot is currently on his SUBJ 1 course

A number yet to be determined is expected to attend the SUBJ 2 CPL (RAEME) later in the year. Well done and best of luck to all.

The troop has also been highly involved in most sports in the Regiment this year when we haven't been performing minor miracles with manpower and equipment. The following

## UNIT JOTTINGS

members represented the Regiment in the winter sports grandfinals:

Aust Rules – Wayne Nutchey, and Gil Moore

Hockey – Damien Kennedy

The Regiment Athletics Carnival gave the following members an opportunity to show off their physical prowess:

400m Sprint – Jamie Hackett (1st), and Gil Moore (4th);

4 x 100m Sprint – Wayne Nutchey (2nd);

4 x 400m Sprint – Jamie Hackett, and Gil Moore (1st);

5000m Run – Bill Kennedy (2nd);

Discus – Jamie Hackett (4th);

Long Jump – Wayne Nutchey (3rd);

Triple Jump – Wayne Nutchey (2nd), and Gil Moore (5th)

HQ Bty went on to win the athletics carnival even if it was only by two points. The fact that most of the officials were also from TST in no way influenced the results.

The Tug-o-war was also contested on the same day and provided the 'Pie Scoffers' with an opportunity to make a contribution. The final result saw HQ Bty make a clean sweep against both Gun Btys in the light and heavy divisions. 'Tuggers' on the day were:

Coach – Shane Bradley

Lightweights – Dave Hoy (Res), Damien Kennedy, and Jeremy McClure

Heavyweights – Pete Chalker, Bill O'Meara, and Aaron Moseley

Well done to all who participated and supported throughout the year.

Personal highlights in the troop this year have been the promotion of Dave Hoy to LCPL; the births of Wayne and Nicole Nutchey's daughter Rachel, Dave and Caroline Smith's son Joshua; and the birth of Shaun Weber and girlfriend Bianca's son Bryden.

Congratulations and best wishes to all.

The end of '97 will no doubt bring as many new challenges as the beginning and will also see the departure of the following members:

Pete Chalker – ALTC

Terry McKay – 2 FD LOG BN

Bill O'Meara – 'B' SQN 3/4 CAV REGT

Shane Bradley – Discharge in Townsville

Pete Owen – 5AVN REGT

Chris Pederick – 2/14 LH REGT

Mark Cederblad, James Donovan, and Shaun Weber are also expected to be posted and are awaiting posting orders.

If anyone is interested in a posting to sunny North Queensland there are existing vacancies in the troop that have not had replacements identified for them:

SGT Fitter Armt

CPL VM

CFN Fitter Armt

CFN VM.

## THE THIRD COMBAT ENGINEER REGIMENT WORKSHOP

Once again Christmas is fast approaching. With all of the chrissy preparation comes the end of year write ups for the various unit and regiment journals. So sit right back and enjoy reading about one of the premier RAEME units in the 3rd Brigade.

1997 began with anything but the normal unit build up style of training. Training started with 25 Support Squadron and supporting elements deploying to lovely Shoalwater Bay Training Area. Whilst at the bay the Sqn carried out road repair and maintenance tasks on both the mainland and on Townsend Island. This was a lead up to Exercise Tandem Thrust.

Any type of Army deployment comes with a certain likelihood that mother nature is looking on with interest,



thinking what type of a spanner she might just lob in to make things a little more interesting. Naturally, mother nature did it with Cyclone Justin. The cyclone hung around the coast to make things more enjoyable and comfortable.

The deployment for the RAEME element was pretty good. It was non tactical for the first four weeks with a little bit of PT thrown in when the drivers and Planties weren't breaking things or rolling plant equipment on their side. With this mob of engineers the need to repair or recover equipment happened infrequently. Our gear was the only equipment which needed a little bit of RAEME love and care. The call for the greasers came out from the American Marine Corps a number of times. In the case of the all conquering and fire breathing Marines, the fact is that if you don't look after your equipment, you don't go too far at all.

It was now time for the war to begin. Elements of 25 Support Squadron and the workshop redeployed back to



Above: Presto making a splash at the regiment swimming carnival.

Below left: The 'Ace,' W01 John Halstead being awarded swimming medal at the regiment swimming carnival '97.

Below right: Sgt Steve Greenall being presented another medal at the regiment swimming Carnival '97.

Townsville. It was then 18 Field Squadron's turn to join the party. The deployment of 18 Field Squadron went fairly well. The workshop element received the normal amount of work, as well as the usual gun pit digging and wire erecting, which all non RAEME people seem to think the crafties need more practice at.

With the Tandem Thrust deployment over and done with, it was then back to the normal training cycle. The JNCO's did a week's training at Cowley Beach Training Area. This was followed by a dining in night at the SGT's Mess. The dining in night was followed by mess games, such as human pyramids (which of course, the workshop won), office chair racing and mess tunnel ball. Naturally, the ASM, WO1 John Halstead, lead the way. He showed all of the RAEME JNCO's how to behave in the mess, observing the proper mess etiquette and captaining the workshop pyramid team.

It was then time for the workshop to get back to the basics. Two groups deployed to the area so well known and loved by all. Good old High Range Training Area was the venue for this year's IMT exercise. This year the area surprised us. It was actually green and the water had been flowing recently, so High Range was actually pleasant.

The workshops IMT exercise now completed, it was now back to business as usual. The normal squadron deployments went on. The 25 Support Squadron exercise was held at Macrossan which is west of Townsville. 25 Support Squadron deployed to, you guessed it, High Range. To keep the crafties amused, 25 Support Squadron hired an excavator from a local contractor. This gave Scotty Newman heaps of amusing hours crawling over this piece of equipment which would have made a better boat anchor than a piece of plant machinery.

18 Field Squadron were not to be outdone. They also had their squadron deployment at somewhere different, High Range. The squadron did the normal field engineer thing, using all the skill and greatest care possible to build all types of things and then blowing them up.

All of the sub unit and squadron training was now completed. It was then time for the regiment to hold the annual exercise Sitting Duck '97. The exercise consisted of elements of 18 Fd Sqn being airlifted to the new urban training facility at High Range Training Area, named Line Creek Junction. The remainder of the regiment deployed to the area by road.

The exercise was now well under way. The Commanding Officer held a family open day where the families/wives/girlfriends could travel to High Range and see what their hard working husbands/boyfriends actually do when they go field (not drinking brews and playing cards). The family day was a great success, with the visitors seeing how hard the regiment actually does work in the field.

Capping off a completely great day, the elements deployed at Line Creek Junction staged a mock battle with the enemy, using a cast of many and the talent of a few. Nominees for the best actor would have to go to Ivan Cope in his role as the blind man with a twelve week old dingo pup as his guide dog. This effort was closely followed by the OC Wksp's role as the mayor of Line Creek Junction (nice hat boss).

Once the commanding officer got a glimpse of just how much talent abounded in the regiment, he decided that it would be a good idea to stage a talent night. Dubbed 'sappers on parade,' all of the regiments members were encouraged to participate in the activity. Naturally the workshop, along with a couple of the members of the transport section, put their heads together and did a rendition of the Liverdance (Riverdance).

The act was ably led by Peter Harrison. He looked every part the dancer in his Aussie rules tight shorts. The would-be dancers put on a show, which most of the audience agreed was the best performance by far. A certain metalsmith, who shall remain nameless, forgot what order he was in. As a result, our goodnight message was misspelt. That was not enough to



Cfn Ken Preston  
— under-hyperextending?

dampen the spirits, and a good time was had by all.

At the time of writing the third brigade's yearly exercise 'Tasman Eagle' has descended upon us. The regiment of course, is heavily involved with the exercise. The workshop is, as always, standing by. This is just in case the engineers break something and need us, as they normally do.

Well that just about wraps it up for the workshops for this year and with the closing of the Corps Directorate, we can only wait and see what the new year will bring us. Until then, enjoy the rest of the year (what's left of it). Have a great Christmas and a happy new year. To everybody taking discharge, good luck. Those who are getting posted, enjoy your new posting wherever it may be.

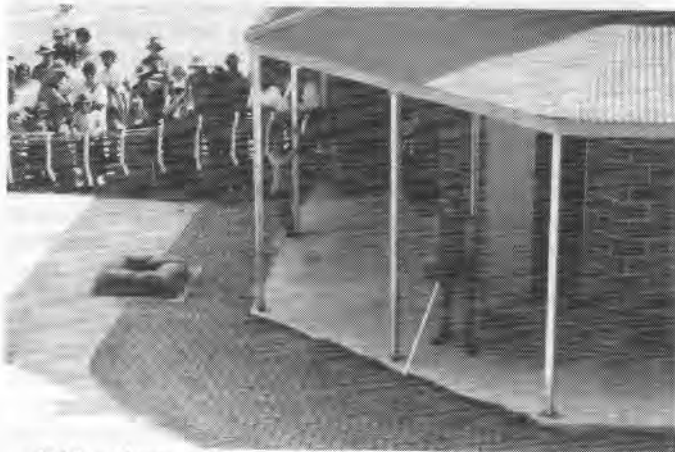
See you all next year (we hope).

#### Postings Out/Discharges

Capt J Murphy	MEA
Lt M Deckert	5 AVN
WO1 J Halstead	1 BASB
Sgt P Allen	8/13 VMR
Sgt S Morgan	3 BASB
Cpl G Clulow	Discharge
Cpl M MacCauliffe	Discharge Jan 98
Cpl A Mann	Op Sig Cse?
Cpl C Mercer	85 Tpt Sqn
L/Cpl A Beaman	3 BASB
Cfn A Gray	B Sqn 3/4 Cav
Cfn B Painter	Discharge Jan 98

#### Congratulations To:

Cpl Harrison promotion to Sgt  
Cpl Mercer promotion from L/Cpl to Cpl  
L/Cpl Hayes promotion to L/Cpl  
Cfn Vanleeuwen promotion to L/Cpl.



Cpl Ivan Cope and his guide dog 'Woolly,' Ex Sitting Duck '97.



OC Wksp Joe Murphy  
modelling the latest range  
of mess dress, Line Creek  
Junction, Ex Sitting Duck '97.



More bad boys Sgt  
Morgan and Lt Deckert  
Ex Sitting Duck '97.

# UNIT JOTTINGS

## PUCKAPUNYAL LOGISTIC BATTALION (PLB) EQUIPMENT FLEET

by CPL CJ Smith & CPL R Weir

PLB was created in 1988 when Puckapunyal Movement and Transport Unit, 331 Supply Company and Puckapunyal Workshop Company joined forces. The amalgamation process didn't stop there as in Feb 95 the Base Administrative Support Centre (BASC) at Puckapunyal was amalgamated with PLB. Our name stayed the same to stop any confusion.

The process is still continuing with PLB merging with Melbourne Log Bn and Hobart Log Pl early in 1998 and our name will then be Southern Victoria Log Bn. There is consideration of Bandiana Log Gp merging with us; this might happen in late 1998.

The role of PLB is to provide Base Administrative support to our customers and to give Regional Logistic support to Victorian units as directed by Support Command - Army.

Our current CO is LTCOL J.L. Herbert (RACT) and the RSM WO1 M.F. Mason (RAAOC) has done a bolt and had himself posted to the Sinai for six months.

Equipment Fleet consists of Fleet Ops, Procurement Cell, Principle Items Cell, GE/EIR Pl and Veh Pl. Our military personnel number 53 (3 Offs, 14 SNCOs and 36 ORs). We also have numerous civilians working for Equipment Fleet.

Equipment Fleet operates on similar lines to the old Puckapunyal Workshop Coy maintenance system. The Unit is now more Customer Focused due to the advances we have incorporated into our work practices. Our improvements mean we give quality support to our Loan Pool dependencies and to Customer Units when and wherever it is needed. This was proven last year, when several members of the unit travelled to Canberra to be presented by the Minister the Defence Quality Award 1996.

PLB have actively incorporated a work incentive award. This is presented monthly and comes with a Unit Achievement Award Certificate and a autographed copy of the book ANZACS. A number of Equipment Fleet personnel have been recipients of the award.

Sad news for our unit was the death of CFN Steve Healy who passed away a few months ago in a car accident. Steve was given a full military funeral in his home town of Stawell. The funeral was well attended to by his friends here in Puckapunyal and from around Victoria. We send condolences to his family and friends, he will be missed by us all.

On a more jovial note, Equipment Fleet has participated in all Unit activities this year including the annual field exercise 'Exercise Trained Soldier' (Kamp Krusty). This exercise was enjoyed by all who attended and amongst the intense training there were some humorous interludes including, Leopard Crawling from the porta-loos back to the pits during an enemy attack and having a laugh at the different variations of RATEL procedure. The exercise was conducted over two consecutive weekends and finished on the second Monday with an obstacle course and a Steyr shoot. The exercise was polished off at our boozier, 'The Stable', for a well earned drink and BBQ.

At the beginning of July this year, Computer Systems upgrade was being conducted. Information in EMEMIC was being down-loaded to the new system but for some reason, EMEMIC had a memory lapse and went on holiday for a few days. This caused a few migraines and grey hairs in our Fleet Ops. Whilst they were sorting out this mess, the rest of us dusted off the old FEME 6s and used these until EMEMIC decided that the break was long enough and came back to work.

Equipment Fleet members have been involved in a number of area sports this year. The area soccer team have done well winning 10 out of 12 games and making the finals. The area football team didn't do as well, even though 12 members were

playing in the team; they didn't make the finals. Better luck next time.

One member from EIR, CPL Danny Costelloe, attempted to play in the Combined-service hockey team in Canberra, but he got hit in the face with a hockey ball on the first day, and his cheek bone was broken in four places. This poor victim had to undergo surgery in Canberra's Calvary Hospital. The Unit provided transport for his wife Karen and son Jesse to visit him. Perhaps, when Danny is fit to play sports again, he will play hockey with a very, very soft nerf ball.

The enclosed photograph was taken at a recent PLB B-B-Q.



1 RTU

### A Success Story

***None of us in the Army are insulated from the myriad of changes that are taking place everywhere. In these times of reorganisation, amalgamation and integration, we all have to keep an open mind and maintain a keen sense of humour if we are to survive the biggest transformation of our defence force since the 2nd World War.***

In SE QLD, probably the biggest change in direction has occurred with the formation of the 7th Task Force, a fully integrated, composite battle group made up some 1,400 full-time and almost 3,000 part-time soldiers.

(It should be noted that the terms 'regular' and 'reserve' are no longer fashionable and have been summarily replaced by 'full-time' and 'part-time' component.)

Another change that has occurred, (but without ceremony, fanfare and media hype) has been the re-organisation of 1 TRG GP. This occurred as a result of Project Wellesley, which concluded that TRG COMD required downsizing (another '90's term!) so training would be more cost effective and efficient. (Obviously bean counter logic!)

At one stage the future of this unit, like other Training Groups around Australia, looked pretty grim. However through the many hours of hard work put in by the Commander (BRIG Lutteral) and an old RAEME stalwart, MAJ Jock Fraser, a leaner but sharper training establishment was born.

As a result, the best and most efficient Training Group in Australia was re-organised into a Formation Headquarters (1 TRG GP) and a Regional Training Unit (1 RTU) to act as a model for future regional training requirements. Although manning across the board was reduced by almost 50%, 1st Regional Training Unit retained the role of conducting individual training for other ranks in accordance with TRG COMD requirements.

Currently 1 RTU conducts recruit and individual training, common to all Corps, at Wacol on the outskirts of Brisbane. There are normally four core training periods of 16 days'

duration in each training year during which some 800 soldiers pass through the unit.

Courses include:

GRes Recruit Courses;

Subject One CPL;

Subject One SGTY (in conjunction with LWC);

Drivers courses; and

Clerical and Storeman Courses.

The new unit establishment finally included an official TSSU. Overnight we became a Technical Support Platoon with a full manning of eight. The TECH SPT PL is part of ADMIN SPT COY and provides First Line maintenance support to the unit during core training periods. The PL is manned solely by part timers and boasts 140 years of experience. Members are:

SGT Ian White – Greaser with 27 years' service in the Army Reserve who has done time in almost every Ares unit in Brisbane. (Not many of them left today!) Ian is the first spanner to be posted to 1 TRG GP (in 1986) and will see his time out in this posting.

SGT Bruce Wilks – Gun Plumber from Toowoomba and an original founding member of 25 RQR LAD, way back in 1975. This year we managed to drag him away from his hometown for a short stint in the 'Big Smoke'.

LCPL Dave Fawcett – Greaser with almost 18 years' service including time with 2/14 QMI, 2 Trucks and 104 FD WKSP. Dave lives locally and usually provides a full 100 days support each year.

LCPL Peter McClear – Gun Plumber from Ipswich who has almost qualified for his 15-year medal. Peter is one of the original spanners in 1 TRG GP and has remained part of the EME Element since 1987.

CFN Geoff Wight – Gun Plumber with 16 years' service and possibly the longest serving Craftsman in RAEME. (I've promised to nominate him for CFN of the year when he completes his 20!) Geoff is also an original spanner coming on board early in 1987.

CFN Clinton Nicol – Greaser and the baby of the team. Came to us in '92 straight from the recruit course and doesn't want to leave.

PTE Joe Wood – Wood Butcher extraordinaire and the only Non-RAEME soldier in the team Joe is a proud Grunt with Assault Pioneer training and 16 years' service, who keeps the buildings around here nailed and glued together. He wages a constant battle against the white ants (and sometimes the establishment) and has been made an honorary Spanner because of his quick wit and likeable nature.

And yours truly: No 1 Jim (The Godfather) Buldo – Artificer Armament/Mechanical/Ground or something? Politically correct and slightly balding ASM with 30 years' service coming up.

The TECH SPT PL is a vital element in the efficient operation of 1 RTU and, thankfully, is recognised as such by the unit hierarchy. An excellent relationship continues to exist between the spanners and the rest of the unit.

We manage to support all four training camps each year with minimum external assistance and have had little trouble remaining at full strength despite the general shortage of RAEME personnel in Brisbane. Credit here must go to the unit Commander who provides clear direction and a positive approach to the unit's training mission and most members posted to 1 RTU feel they can make a worthwhile contribution to the Army of the future.

Although much emphasis has been placed on the provision of centralised training for both full and part-time members of the Army, time constraints and other impediments (such as employment obligations) will always highlight the need for some regional training capability primarily for, but not restricted to, the part-time component. To this end, 1 RTU is a model for the future with a proven track record recognised at all levels of Training and Land Commands.

## 1st Joint Support Unit (1 JSU) Technical Squadron

### The Year in Review

by LT D. Pigozzo

1997 has been a somewhat busy year for the Workshops at 1 JSU (formerly 1st Signal Regiment), the least of which is the name change and Unit reorganisation under RTA. As of 1 July, 1 JSU has seen a number of additions and subtractions to its orbat. Nevertheless, Workshops is still in essence providing the same absolute quality service for which our RAEME soldiers are renowned.

The year started in a rush with the need to provide support on a number of major exercises, the first being Ex TANDEM THRUST. Based at beautiful BASC Rockhampton ('Club Med Rocky'), the Workshops provided support to over 30 different Australian and US Units. Aside from the atmosphere and obvious 'Groundhog Day' feeling, the Exercise provided a good opportunity for personnel to perform some challenging maintenance tasks, shower with a frog, and obtain some useful US souvenirs in return for the odd slouch hat. I guess the most testing thing about the Exercise was listening to SGT Patterson snore. Ever stood on parade for three hours at attention? Ever sat in on a Signals brief? Ever had to write an article for *RAEME Craftsman*? This was worse.

Later in the year the Workshop participated in a number of training exercises including the annual IMT pilgrimage. Ex APOLLO BLUEBELL was held at WBTA and was a combined workshop deployment and IMT activity. During the Exercise we practised a number of workshop deployments with each one improving on the last. Actually I think we even managed a grin at the end. The IMT phase was also well organised, and run by the SNCOs. There's something about playing enemy brings out the best in them. A great deal of effort was put into making the scenarios realistic and interesting. In particular, the OPSWO WO2 Greg Clark went to extraordinary lengths while acting as a village chief. He created a full costume for the occasion and it was commented that perhaps he should wear a grass skirt more often. It's those legs!

The evenings in the Workshop site were certainly never dull. With the enemy threat increasing, a ready reaction force was primed for any unexpected contingencies. They were on call, ready to fight, adrenalin rushing. The call came! The RRF Commander rushed to HQ to receive snap orders from the OC. But lo and behold they weren't required. Unbeknown to the rest of the unit we had a superhero amongst us. 'Ready Reaction Ronnie' yelled I am woman, hear me roar! The brave SGT Bates, leapt out of the forward pits to singlehandedly protect the precious tradesmen in the Unit. Ultimately she caused a 'blue on blue' incident and got the OC a little hot under the collar I guess this little superhero just had a bad day. OC – 1, Superheros – 0.

Ex APOLLO SHOT was a chance for some of us to get up to date with our AIRN and for others to practice their 'anti personnel para flare drills'. A lesson was given on the setting up and the safety precautions when using trip and para flares. Four volunteers were chosen to give a demo under the direction of the SSM, WO2 Peter Dernehl. All went well with the first firers until LCPL Checkley stepped up to the mound. With her innate strength she managed to successfully set off a para flare. Unfortunately it went in the opposite direction and the SSM nearly lost his sense of hearing, but certainly not his sense of humour. Dangerous occurrences are more impressive in real life than in a training video. Needless to say we are still looking for volunteers to retrain LCPL Checkley.

More recently the Workshop decided to take a break from the signalmen and have a golf day in honour of Bob Pitman, an ASM at the Unit who died tragically just prior to retiring. The annual Bosses vs Diggers sports day proved successful with some people showing they have obvious talent, others just showing their lack of it. CFN Hutton showed he has considerable difficulty grasping the concept of firstly hitting the

## UNIT JOTTINGS

ball, and secondly keeping it on the fairway. The OC was kind enough to lend him a 'special' ball, but it just seemed to disappear into thin air... bad luck little fella. Nevertheless, SGT Patterson and CPL Nolan seemed to maintain morale throughout the day by carting the Units 'refreshments' around the course. CFN Harman, alias Huckleberry Finn, made the most of the available beverages which in no way affected his score on the day. Bradman would have stood in awe. In summary, it was a good day from what people can remember (the video doesn't lie) and the final result was amazingly a draw... again.

All in all, it has been a great year so far. Finally, as we roll on to the approaching Christmas period be sure to ask Santa for some fluorescent pink sweat bands, they make you run faster.

### 2 CER TECHNICAL SUPPORT TROOP

The last twelve months for 2 CER Workshops has certainly been an eventful period beginning with a plethora of name changes from 2 CER Workshop to Technical and Administrative Spt Sqn, to Operational Spt Sqn, and finally to Tech Spt Tp (phew!)

January 1997 saw the successful completion of the last Exercise Ready Shield. The Ready Reserve Scheme is changed to something other than the Ready Reserve Scheme but with Ready Reserve soldiers. The aim was to test the Brigade's long range deployment capability and vital asset protection role. Tech Spt Tp was a small, though vital cog, in the grand scheme. 2CER rolled on to Woomera with only two vehicle breakdowns. Testimony of the thorough preparation provided by TST before the move.

Despite oppressive heat and trying conditions (the meals), the valiant members of TST, provided effective support to the Regiment as well as playing their part in protecting Woomera from the invading forces of Kamaria. Under command of OC, Capt Jim McRae and the experienced guiding hand of ASM WO1 Mark Churchill, TST members carried out regular probing excursions into Woomera successfully defending the very popular swimming pool and the air conditioned tenpin bowling alley. Special mention must go to CFN Anthony Sultana, who as a General Reserve member, was on his first exercise. Tony impressed all with his enthusiasm and his commitment to both his trade and soldier skills.

After 4000 kilometres at 50kph, being ambushed by the runs in the Staging Areas and numerous soggy salad sandwiches TST arrived back at Enoggera to prepare for another day.

RTA has seen some major changes with the abolition of the Ready Reserve Scheme culminating in the creation of 7 Task Force of which 2 CER is a part.

2CER TST is now a fully integrated sub-unit consisting of ARA, GRes, CRSR, AIER and Drake (civilian tradesmen). In its integrated state WKSP members are a cohesive assortment who work well together and don't miss an opportunity to bag each other. The ARA are pleased to be working Tuesday nights and weekends to assist with the necessary training of our GRes bothers. The GRes are still waiting to see what a Ready looks like. And everyone is praying that there isn't an emergency that makes the AIER turn up for a BFA. While the Drake blokes are just plain glad when the AJ's get out of their workshop and leave them in peace.

On the creation of 7TF, TST enjoyed wandering through the long grass for the inauguration parade and were very happy to crosslevel our equipment of 6 RAR so that they could justify the new Workshop. (Locally known as Casa de Guns but don't tell their Ace that). We also got to participate in stocktake after stocktake, after confirmatory stocktake. We are now on a first name basis with each of our cam nets and rash up at the sight of red chalk. An affliction only other 7TF vets could understand. A positive outcome of RTA is the bolstered strength in our SED

with more ARA posted into WKSPS (to aid with stocktakes)?

On the 'Some Things Never Change' front, some tradesmen needed RP7 to open their tool boxes after the lengthy absence from the Drake workshop.

### News in Brief

At Woomera during a heavy attack and with the enemy inside the wire, a young soldier trying to pass on information to this Troop Commander but without giving away information yelled out 'James! One enemy, quarter left, 20 metres etc etc.'

The reply... 'Who the #\*#\*# is that?'

answer... 'Craftsman Jones!'

reply... 'Well it's SGT McGregor to you son!!'

On a roadside shop stop heading to Woomera, a young GRES Pte (Dave) went into the shop still buttoning up his shirt (unfortunately his co-drivers), before belatedly realising there was a Coat of Arms on the sleeves (oops, sorry Ace). To cover his mistake, he promptly ordered the Sappers out of the shop so he could get served first.

Which Vehicle SGT volunteered to be part of DamCon, then proceeded to whinge to everyone about having to be the last home? Soon as we left, he mysteriously contracted gastro and had to be airlifted out, beating the main body home by four days! Hope you're feeling better Marshy!

Which Q Store SGT was known as the phantom toilet watcher on Ex Ready Shield at Woomera because of his peculiar habit of obsessively watching the porta loos? He excused his strange behaviour by suggesting it was for our own good that he executed his duty to the letter. All TST wish SGT Mark Reid good watching on his posting to 1 Sig Regt.

Which Drake mechanic spent three quarters of a day searching for a starting fault in the top cab of a Tadano Crane, before finally calling in the Elec's? The AJ quickly did his magic (put it into neutral) and fixed it. Good on ya Spook!

Which Drake mechanic took a Unimog for a test drive outside the barracks and phoned up for the recovery mech to come and get him when the vehicle broke down? In the meantime, he got the vehicle going again and returned to the workshops. Reccy Mech, Chris Howell, has a long memory and convincing the Ace to promote Howie to corporal may not save you Tony.

2CER Rugby Union team made the Plate final but was unfortunately beaten 13 to 12 by a team they hadn't lost to all season. Commiserations to Sqizz Taylor and Scarry who put up in gallant effort and a few good hits.

The OC, Capt 'Dudley' McRae, is moving on to greener pastures and new light poles with a posting to MEA. We all wish him good leg lifting.

It is with regret that TST farewells WO1 Mark Churchill who is taking discharge. He reckons he is going to continue doing nothing but without the luxury of free medical and ammunition. Maybe there is adventurous training after discharge!

We also farewell SGT Shade Marsh who is posted to MAS (it ain't the Gestapo), Brisbane. Shad had been an integral part of TST from his posting in as a CPL, to his promotion to SGT, to his stint as acting ASM. Shad has been the motivator on both the production side and also as the social club rep. All TST wish Shad and his family the very best on his retirement to MAS.

In closing, 1998 will be a new challenge for the diggers of TST with a new OC, ASM and at least two new SGTs to break in. We at TST are looking forward to the coming year and the next stint of changes and stocktakes.

### Changing of the Guard

Posted out is CAPT McRae to MEA, SGT Marsh to MAS, CPL Nation to 1RTB, CPL Oliver to Bandiana Log Gp, CFN Kennedy to 25/49RQR and CFN Taylor to 7CSSB.

Posted in (1998) is WO2 Ejlak, SGTs Hoddinett and Needham, Cpls Weston and Benstead, CFNs Caldwell and Rutter.

## YEAR IN REVIEW

By CFN Matthew (Grasshopper) Thompson



*'TST, A1, armed and ready.'*

Technical Support Troop saw a number of significant changes during this year including the retirement of our ACE, WO1 Wayne Duncan and the appointment of WO2 Bob Wade as the acting ASM. After losing our troop leader towards the end of last year, we didn't see another RAEME Officer, LT Humphries, until July, only to find out that he is leaving at the end of December. We have also lost four VM crafty's as of the beginning of the year and were then graced with nil replacements. WO2 Pat Widt was posted in as ASM B Sqn on a 12-month temporary posting and GE gained the expertise of SGT Brian Calnan mid year.

Our TELS section unfortunately lost CPL Darren Humphreys to civvy land, only to be replaced by the ex gunny CFN Tony 'FUNKY' Trudgian. The Unit also saw the addition of CPL Justin 'SHANKA' Wallace who replaced CPL Ian Cook who left to pursue his Officer training at ADFA. In August, we gained CFN Warren Cassidy as our resident lecky. We lost Chris Kennell during August, although it took some time for Woody to come to terms with this great loss.

Towards the end of this year/start of next year, we will be losing several staff including CPL Tom McIntyre (VM), CPL Mark Petrie (TELS), CPL Paul Woodbury (ELEC - also going to civvy land) and CPL Chad Duncan (VM).

During the year we supported a number of our sponsor Unit's exercises as well as conducting impromptu stress testing of several bits of military equipment. These tests included examination of the durability of a BFA when faced with live rounds and the static strength of the F88 Steyr when loaded

with 10.4 tonnes of APC. We're pleased to announce that MEA was correct in both cases, both the F88 and BFA are unable to sustain the stresses our Tankie brethren imposed on them.

January-February was A SQN Ex 'Emu Strike' at SWBTA which saw the inaugural bow wave competition between the elements of the A1 echelon, a winner is yet to be decided. Besides the normal 'bucket' occurrences, the Exercise ran extremely smoothly.

In May, we supported B SQN Ex 'Fall River', and with B SQN consisting of Reservist's, the Exercise as usual was far from normal. This Exercise also saw several elements from what is known now as 7th Task Force joining us at SWBTA.

During August we took time out and conducted Adventurous Training at Wallangarra with A SQN on the local cliff faces. The abseiling was both challenging and exciting for all those involved.

In September, we were lucky enough to travel to Anti-Bali for Exercise 'FLASHWIRE', a two-week exercise. A fun time was had by all, a good break from our regular day-to-day tasking. The problem posed was the transportation of 82 A vehicles on public airlines.

On to sport, we saw our Regimental rugby team annihilate teams from both 2 Cav Regt. and School of Armour to win the Adjutants Cup. We are proud to say that our 21C played a very rigorous eight minutes before being sent from the field.

Our combined aerial ping pong team (to all you Victorians, I'd like to remind you that this is being written in Brisbane where the weather is fantastic), won the finals. We are also pleased to announce that in our midst we have a legend in the making, Sgt Ian Baker has been selected into the ARMY representative volleyball team. Congratulations!

On a lighter note we like to thank the support of all our Drake personnel who have managed to keep the home fires burning whilst the remainder of us were performing our duties or jumping through hoops as required.

## 1 LSF

by LT J. Waddington

Hello from Logistic Support Force Workshops. For those of you who don't know we're located down in Hobart on the banks of the Derwent River. LSF Workshop is the only GRes RAEME unit in Tasmania and was born out of the Force Structure Review and demise of 6 EME PI in 1991. The unit proudly maintains the long tradition of a RAEME presence on the Island which commenced in 1948 with the Tasmania Command Workshop.

The unit is collocated in the multi-user depot at Dowsing Point along with several other Logistic Support Force units. We currently have 61 Officers, SNCOs and ORs parading out of an authorised strength of 100. The unit has a good mix of ex regular soldiers and enthusiastic young tradesmen from a wide variety of local civilian employees providing the unit with a wealth of experience in both military and trade matters. We have a detachment operating out of Launceston in the State's North so if you're considering leaving the Regular Army and settling in Tasmania come along and see us.

As the role of the workshop is to provide 2nd line repair and recovery to units of the LSF... and other command units within the Tasmanian Region there seems that there is always an exercise or activity to support somewhere in Australia. This year has been no exception with support provided to 22 Construction Regiment, 145 Signals Squadron, 12/40 RTR, 6 Training Group, 176 Air Despatch, 9 Brigade and 15, 9 & 44 Transport just to name a few. Most support is in the form of FRTs and with such a high level of activity it is unusual to have the whole unit together at any one time. We did however have a good turnout for the unit deployment exercise which was held in midwinter in the Tasmanian highlands. Not surprisingly the workshops awoke to a good covering of snow on Sunday morning which sped up dismantling and packing up in preparation for the return home.



*'Tilly competing for the title of the the biggest bow wave.'*

## UNIT JOTTINGS

On a sad note the unit bade farewell to its Training WO, Des Crux early this year. Des had only been with the unit for a short time and his passing was a shock to all.

Over the past 12 months the unit has seen the following march ins and outs:

IN	OUT
LT Waddington	CAPT Herbert
PTE Laban	2LT Cairns
CFN Ashlin	LT Gunson
WO2 Rollins	LT Whiteley
PTE Jones	WO2 Morris
SGT Pugh	SGT Broadby
WO2 Crux	CPL Harley
2 LT Rees	CPL Scarafiotti
CFN Van Der Niet	SSGT Roe
CFN Davey	WO2 Langford
CFN Diggles	PTE Jones
CFN Moore	CFN Godfrey
CFN Pursell	PTE Mills
CFN Ross	CFN Redburn
CFN Von Samorzeski	PTE Sinclair
	CFN Bradford
	PTE Golder
	CFN Ling

The OC and members of the LSF Wksps would like to wish all those involved with *The Craftsman* all the best and express our regret at the loss of such a fine publication of RAEME news and views. It is unfortunate that this magazine's demise is just another one of many losses the Corps has suffered over the past 12 months. ARTE MARTE

### 10 TERMINAL REGIMENT WORKSHOP MOVES ON

by LT Craig Bycroft

Over the next few months, 10 Terminal Regiment will be moving to Townsville. On the 1st Mar 1998 it will amalgamate with 2 Field Logistics Battalion and 1 Div Postal Unit, to become 10 Force Support Battalion. The move will see yet another change to the name of the Workshop, however still retaining the same basic role.

As I was looking deep into the history of watercraft maintenance (of which there is very little to read!), I was able to trace back the origins of the Workshop. It seems my workshop has its origins in the Brisbane-based Watercraft Workshop formed in 1940. Less than six months later No 1 and No 2 Australian Watercraft Workshop AEME were founded. Both units were involved in the New Guinea Campaign over the next few years. 1 Watercraft Workshop supported craft involved in coastal operations until the end of 1948 when it closed but remained on the ORBAT.

In 1960, Detachment 1st Watercraft Workshop was formed and located in Victoria Barracks Sydney. The detachment was raised to provide supervision of contract repair of the Army's watercraft. In 1972, the Detachment was relocated to picturesque Woolwich and shared accommodation with 32 Small Ships. Restructuring in the Army saw RACT assume the responsibility for the manning of the watercraft and RAEME responsible for the repair. The 1st Watercraft Workshop RAEME was formed on 30 Mar 1973.

The 1st Watercraft Workshop managed to hold onto its mantle (and the asbestos building) for many years to follow. 1989 saw the transfer of the Workshop for Logistic Command to Land Command. However at the end of 1993, 1st Watercraft Workshop was absorbed by 10 Terminal Regiment

Workshop. This join saw the Workshop responsible for the maintenance of both watercraft and terminal equipment.

That brief look at watercraft maintenance brings us to today. So what is happening in the future? On the move to Townsville the Workshops from 10 Terminal Regiment and 2 Field Logistics Battalion will form Equipment Company. The roles of this Company will be much more diverse and should be quite a challenge to the members of the Company. The watercraft maintenance will occur at the purpose-built facility at Ross Island while the vehicle maintenance will be carried out at Lavarack. However, I will leave the details of the Equipment Company to the next subaltern who I am sure will be too eager to inform you of the new organisation.

Acknowledgement: 10 Terminal Regiment History, Edited by LT BA Scott, 1993.

### CENTRAL REGION (DARWIN)



### RAEME BIRTHDAY CELEBRATIONS

27 AUGUST 97

by LT Jenkinson

The 25 Aug marked the arrival of Colonel Amor and Colonel Wilson to the Territory for what was to be a whirlwind tour of northern units and a chance to talk to the RAEME personnel. This continued on the 26 Aug with the day reaching a fitting conclusion with a Regimental Dinner at the Sgt's Mess for RAEME SNCO's and Officers. An enjoyable evening was had by all with Colonel Amor making a short after dinner speech on training and the future of SNCO's and Officers in the Corps. A special mention goes to WO2 Luke from 2 Cav Regt for putting in the hard yards until morning and WO2 Smith backing up exceptionally well the next day.

The 27 Aug began with final preparation to vehicles, a last rehearsal and at 1000 hrs a mounted parade to celebrate



Col Wilson, accompanied by Parade Commander Maj Adams, inspect the parade.

RAEME Birthday. The Colonel Commandant COL Wilson reviewed the parade and was generally impressed with the standard of presentation. The Parade Commander MAJ Andrew Adams and Parade Sergeant Major WO2 Hollman put together an impressive display, but where was that helicopter for the flypast? At the conclusion of the parade, DEME and COL Wilson decided enough of the Territory and doing what many of us dream of, flew south.

The rest of us settled down to the important task of finding out which unit was the best of the best on the sports field. The results were as follows:

- Tug of War - 1 AR Regt
- Touch - 1 AR Regt
- Volley Ball - Darwin Logistics Battalion

With the day drawing to an end, it was time to sing the Corps happy birthday and cut the cake. This was performed by the youngest member of the Corps in Darwin, CFN Kevin Chambers and the oldest(?) MAJ Andrew Adams. Special thanks for the organisation of activities goes to WO2 Hollman for looking after the parade and MAJ Anfruns and WO2 Flanagan for the regimental dinner and sports competition.



## 26 TRANSPORT SQUADRON WORKSHOP

1997 began with many changes to the makeup of the Workshop, with many people going and quite a few coming in to experience the very different way of life in a Transport Squadron. New members are: CAPT Daniel Munro (3 BASB), WO2 Peter Townsend (ALTC), CPL Dave (Grego) Gregson (School of Armour), CPL Phil Hollway (5 Avn Regt Wksp), CFN Colin Bride (School of Armour), PTE Paul Carroll (2 RAR), and CFN Glenn Ollerenshaw (2 Fd Log Bn).

The new guys had to hit the ground running at the start of the year with the new OC WKSP, CAPT Munro, having to fill a position that has been vacant for about 12 months. The new ASM, WO2 Pete Townsend, has taken over the reins of power in the Workshop from WO2 Rex Whip who has moved onto greener pastures at MEA. Grego has slipped into place as the floor NCO like he was meant to be there and has helped the already established players like Cookie, Oby and Sput in keeping an ageing fleet of Macks running. Phil Hollway has turned the RPS Store from a thing of great shame into an efficient and timely asset to the Workshop. Phil also has a capable offside in the B1 Store in the form of PTE Mick 'Thrasher' Hills. Olly has had to turn around from once being a Heavy Driver at 26 to now being a Greaser and has achieved this as well as enduring the profits of the Camel Club (Boozer) are kept at a healthy level. Paul Carroll has had to make the adjustment from Grunt's and was doing okay until we went bush and now spends a lot of his time just shaking his head and mumbling to himself.

The players who were traded or defected are: CAPT Andrew Kelly (Long Term Schooling), WO2 Rex Whip (MEA), CPL Mich 'the Bear' Patching (PLB), CFN Jason Sofield (2 Cav Regt), PTE Miles Parcell (SCMA), CFN Thio Vidovic (21 Const Sqn) and on the discharge front were CPL Simon Costello, CPL Darren Marshall and CFN Locky McCrae.

With tasking being very heavy early on in the year the FRT's have been going thick and fast to all corners of the land with

quite a few stories arising which unfortunately cannot be told in a magazine such as this one. The workshop has been busy and despite the fact that a full squadron deployment did not happen until August, everyone has kept the pace during the year supporting the very unpredictable truckies as they journey across the countryside. Still somehow, some people managed to skive off on adventure training at Jervis Bay and earn their diving qualifications.

The lucky members who have earned their parole or finished their sentences and are now able to move on out of Puckapunyal are: CPL Leo Dodgaon (Pucka Log Bn), LCPL Alistair Messer (School of Artillery), CFN Russell O'Brien (1 CSSB) CFN Steven Inglis (Pucka Log Bn), PTE Jason Campbell (1 Sig Regt). A few guys are still sweating on SCMA to pump out a few last minute posting orders and we that have ours wish them well, NOT!

CPL Danger has rarely graced the Wksp with his presence as he has managed to go on Subject 3 and 4 for SGT this year as well as adventure training. LCPL 'Cookie' Messer and CFN Dave Cantley had a bundle of fun on their Subj 2 for CPL course at Singleton, with CFN Cantley looking forward to the challenge of his Subj 1 CPL course later on this year. CFN Steve Inglis somehow managed to get a Civilian Detachment while the rest of us were on IMTs, we are still wondering just what it was he promised the ASM!

CPL Mick Koevoets still tries his best to perplex CPL Phil Hollway in the RPS Store with his unique method of filling out his 304s.

CAPT Daniel Munro joined us from 3 BASB Workshop and has been duly educated by the boys in all forms of workshop etiquette and had his leadership skills refined by WO2 Pete Townsend, SGT Jock Farthing and SGT Jamie Hickinbotham to the point where he is almost taken seriously.

As for our Brothers who slave under the whip of 85 Transport Troop up in Sydney they have had just as busy a year, yet have had to battle through with less manpower. The truckies have learned to fear CPL Mark Williams, which is a double jeopardy for them as they have been trying to stay out of the way of CPL Mick Davis for the last twelve months. The Supreme Commander of the Sydney detachment, SGT Jamie Hickinbotham, has recently qualified as an Artificer Mechanical on his Subject 4 for Warrant officer course and is extremely proud of his Associate Diploma in Engineering, copies of which now adorn every wall in the Workshop, with personally signed copies sent to every member of the Workshop's home address. Farewells in Sydney will be soon due for CFN Bec Whitaker, planning on taking discharge and for CFN Sean Roberts who is being posted to Base Squadron SASR and CFN Paul Almond heading around the corner and 10,000 feet up to join 3 RAR TSSU. Also we farewelled PTE Matt Ling who has moved to Canada to be with his wife. PTE Dave Kerr was a welcome addition to the Sydney workshop as the Supreme Commander was now free to do his own work. Tim 'the Brown Hornet' Costin was recently sent on his Subj 2 CPL course in an effort to wean him of his DIESEL addiction, however, further efforts may be required to combat the debilitating effects of his unfortunate addiction.

As always the Workshop has been 'Equal to the Task', to borrow a truckie term, and has kept up with and fought off the truckies to enable vehicles to be task ready. Also the ingenuity and skill of all the members who have been on FRTs has proven that with a bit of planning and the odd shonky that at anytime and at anyplace things can happen and have shown that they can operate under the most extreme conditions.

Also our congratulations go out to Oby who on his third attempt finally cracked it for a son and also to Jock who us due to become a Dad once again in the near future and our best wishes to their wives Sheryl and Helen.

As they say in Sydney - Have you been to India old mate? Well get this INDIA!

And as they say in Puckapunyal - @%\$#&8)! (Sorry, that was what Grego said and it can't be printed here), - Yeah, Righto I'm sure your truck's a go'er but shut up and work on this one.

Regards, The Chief

# UNIT JOTTINGS

## ANOTHER DISASTER IN CANBERRA

by Corporals Dean Goninan,  
Shane Durdin and Lud Krastins

After less than two years in residence, the soon-to-be disestablished ACT Workshop Platoon is set to vacate the new workshop facilities at RMC Duntroon. This new facility was built after a fire on the 19 Dec 1994 which burnt the old workshop to the ground, destroying all of its contents, including a Unimog and two Landrovers. The welding bay was all that was left standing (tell me a fitter wasn't involved in that - ask them about who took the photos!).

### History

The Workshop was originally formed as a sub-unit of RMC in 1922. However, with the increasing demands of external ACT units, it became an independent unit in 1937. In April 1994, the Workshop was restructured and amalgamated with Sydney Log Coy. This involved reducing the Workshop manning from approximately 30 personnel to only nine, transferring functions such as electrical, radio and computer repairs to Sydney Log Coy. Sydney Log Coy was then amalgamated with DNSDC in late 1995. "Yes, a sad story indeed." Believe it or not, being a sub-unit of DNSDC doesn't necessarily make it any faster to receive parts.

ACT Workshop Platoon supports all ARA & ARES units in the ACT region, such as Russell Offices, 8 Sig Regt, 4/3 RNSWR, ADF Helo School, ADFA and 4 Tp 5 CER at Cooma, but our main customer is RMC.

### Today

The current staffing of the Workshop is as follows:

OC	CAPT	Ashley 'Ash' Fry
OPS SGT	SGT	Geoff 'Old Fart' Byrnes
VEH	CPL	Shane 'Send me back to the Regiment' Durdin
VEH	CPL	Lud 'Fossil' Krastins
VEH	CFN	Troy 'Where's my discharge' Robinson
VEH	CFN	Mark 'Alphabet' Alexandridis (OJT)
VEH	CFN	Nick 'Son of Lud' Bridgman (OJT)
GE	CPL	Dean 'Nino' Goninan
GE	LCPL	Scott 'No Fear' Wearne
GE	CFN	Lucy 'Warrior Princess' Agius
REC	CFN	Dave 'Chain Rattler' Findlay
RPS/Q	CPL	Boris 'Big Bad' Kleiner
CLERK	PTE	Marty 'Darts Queen' Farrell

### Military Training

Though we are a detachment with many customers, the demands aren't that onerous. For example, our field phase consisted of an enemy party for the cadets in the form of a DAWN RAID. This is really an exercise in the finer art of enemy fashion wear. Yes, range shoots have been done (AIRN etc.), but our training has recently been honed at Lazer Zone. This consisted of using plastic noisy objects to butt stroke your opponents, as the Boss and Byrnesy found out (Shane, was that you?).

Ah, the military stuff, we actually had one person do a Subject 1 this year (Wearney) up at sunny Singo. He came back as green as pink underwear after not being washed for three months.

### Doing Our Thing

Dave Findlay (our Recov Mech) and Shane Durdin recently had a call to recover an 8 Sig Regt Unimog that had left the road high up in the snow covered Brindabella Mountains. After about

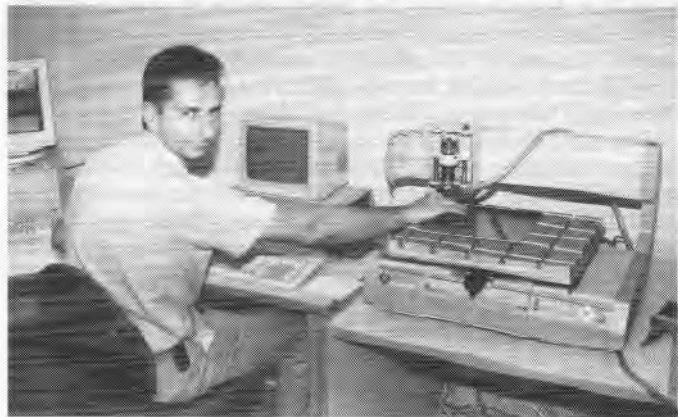


"Was that toe-in or toe-out?"

five hours, a successful recovery and a 50 point turn by the Mack Wrecker, both vehicles returned back down the mountain along a road hardly fit for walking on, let alone driving. "A CIVIE recovery job, I'd like to see that!"

As for the Workshop in general, the type of tasks that we get are more what you'd expect to find in a unit Workshop rather than a Log Comd Workshop - which is the burden that we carry. G.E has its fair share of range support tasks with the cadets and the ongoing weapons inspections for the ACT region. RMC's armoury has a large variety of weapons, from 9 mm Pistols, Steyrs, F89A1s, M79s and even a few Carl Gustafs. Fabrication is limited to shelving and flag stands with the occasional welding or turning task. One of the more interesting jobs though was when Dean refurbished a pace stick and hand made all the brass fittings out of a 105 shell - even the locking mechanism. Other than that, the rest is gen sets and paving breakers.

Vehicle section is much the same with FRTs few and far between. There has been the occasional trip to Cooma or to Majura range for the odd quick fix. Even sometime there's a need for a greaser to go on Exercise to support the cadets or other units to exotic places like Bogan Gate (near Parkes NSW). One of the more challenging jobs in the past year was to recover an engine from a dot on the map called Adjungbilly



Above: "See you can cross train a Recov Mech!"  
Below: "All this, but NO central heating!"



Above: "The crew left to right - CPL Lud Krastins, CAPT Ashley Fry, SGT Geoff Byrnes, CPL Dean Goninan, CFN Mark Alexandridis, CFN Lucy Agius, CFN Nick Bridgman, CFN Dave Findlay, CFN Troy Robinson (kneeling), CPL Boris Kleiner, CPL Shane Durdin (kneeling) - absent LCPL Scott Wearne and PTE Marty Farrell." Centre: "For Sale - Fully Equipped Workshop, complete with Staff Car/Brew Vehicle/FRT Wagon." Below: "The two absent from the Workshop Photo - nice pose."

near Gundagai. As a part of the DEFACC program, we had to remove this old single pot diesel from a shearing shed. There was some big deal about the shed being the first automated one in the country. It was a challenging, yet successful test for those involved. The engine is now at DNSDC Sydney being rebuilt. On the workshop floor it is the usual parade of Macks, Mogs

and Rovers for repairs or servicing. Then every once in a while we get a vehicle from Project Bushranger to work on. They can be quite interesting and a change is as good as a holiday.

### The Serious Stuff

It's not all work and no play of course. We have the odd Workshop BBQ, inviting as many RAEME people that we know that exist in the Canberra area, with events such as cockroach races and footy passing comps. Shane painstakingly collected a dozen roaches from his wood pile and then painted numbers on their backs. Only six survived the task of numbering until race day. The race went well with a photo finish which resulted in many flat roaches. The footy passing comp was a big hit with Nino getting beaten by his wife (yeah sure it was the beers Nino).

The Workshop is reasonably sport orientated with a touch footy team in the local lunchtime competition (with a few ring-ins from RMC Transport). A point that should be noted for future reference, if you punch the OC on the field when you are making a touch, be prepared to get a thacking back. Red heads have feelings too!!! We are also fortunate enough to have the ski fields in our back yard and we use them to our advantage. A recent trip to Thredbo proved that not everybody is a snow guru. Shane has been skiing since he was four years old and decided to take the Boss up to the top of the mountain for a lesson or two. Lesson one, the boss has recently learnt to ski and should not be taken down Black Runs. Lesson two, when the Boss starts screaming in agony after falling over all the time, you know the lesson is complete.

### The Future

Well that's all the enjoyable stuff out of the way, the harsh reality is that the Workshop is closing and there is a lot of work to be done. For all of you out there who haven't packed up a Workshop before (not counting your African safari's Nino), it is by no means an easy task. Apart from taking care of the equipment, people like Marty Farrell have the admin side of things to sort out for those posted, discharged or generally forgotten (OJT's). There is also still a few crossed swords on the support to the Canberra area which yet has to be fine tuned. Dean is yet to trial his one man armoury show and Byrnesy is getting the domino effect happening on the Trade Repair side of the house because he is also staying (someone's got to stay). So in the end, the story is that the powers to be reckon that two people can support the ACT region. Please put your hands up if you have seen that happen before. No, I thought not!

To all members previously posted to ACT Workshop, we're sure that the closure of this establishment will be a surprise to some and a natural turn of events to others. From all of us who are currently at the Workshop, we hope that you enjoyed your posting here as much as we have.

## 17TH CONSTRUCTION SQUADRON WORKSHOP TROOP

After a long four years at RAAF Base Scherger, Weipa, 17 Const Sqn Wksp Tp was expecting a busy year in 1997, dedicated to refurbishing the 64 B Veh and 66 C Veh used on the project. This doesn't include all the miscellaneous equipment which brings the total equipment listing to 150 pieces. In retrospect, the word 'busy' has been the biggest understatement! Not only is refurbishment 90% complete but we have undertaken a variety of other tasks to ensure that we did not get bored.

Ex Mobile Bear 97, the annual Sqn exercise, was a deployment to Majura, Canberra. This was the first time in four years that the Wksp and Sqn had deployed in the field in its entirety. And yes, Wksp Tp accomplished the task with the usual aplomb it likes to show the Engrs. The weather was typically unkind Canberra weather as we tried to erect our 20' x 40' work tent on one of hills looking over the Canberra airport.

## UNIT JOTTINGS



Upper Level - CPL Thomsett, CFN Penny, LCPL Filipowski, CFN Bishop, SGT Jaudzems, CPL Lamb, CFN Einfalt, SGT Robinsons, SGT Murch.

Lower Level - CPL Gordon, CPL Crump, CPL Khalil, CFN Mills, CFN Oldroyd, CPL Knights, CFN Heaven, CPL Johnson, WO2 Lee, PTE Murrihy, CPL Homer, LCPL Andrews, CPL McKenna, CAPT Lawson.

What could be worse than 60 kph winds howling and heaps of dust being kicked up? Temperatures dropping to below zero - well it did this just that! The only thing that was missing was snow. The Sqn spent a month conducting individual training, deployments and redeployments and even completed some construction and plant tasks. The 250-man camp had a new mess built, a retaining wall and a drainage system put in place. Other tasks were a turnaround point for buses at the back of the range and the relocation of a bridge from the front gate to a causeway. Wksp members provided support on most tasks, in particular welding on the bridge relocation. As a stress relief afternoon, selected members of the Sqn visited the high wire course at RMC to test their nerves of steel against heights. Some Wksp personnel did not actually enjoy themselves but their names are safe with us (nervousness of heights must be a Fit Armt thing...).

In August we deployed five people with the Sqn's AACAP detachment to Bulla, NT for three months. Bulla is about one and a half hours' drive east of Kununurra. The AACAP task is to demolish ten houses and build nine new houses for the Bulla Aboriginal community. There is also a plant task to construct sewerage ponds. The Wksp det is headed by CPL Brett Thomsett (Elec Tech) and includes CPL Danny Crump (Welder), CPL Alex Khalil (RPS) and CFN 'Millsy' Mills (VM). CFN Oldroyd did manage four weeks filling in for LCPL Filipowski after he fractured his knee. Yes, Floppy managed to last the road move up to Bulla but after wrangling with a motorbike on the back of an S-Liner and coming off second best, he came home in the back of a Herc on a stretcher - not a great way to travel for 14 hours! CFN Marcus Einfalt is also heading up with the next rotation to Bulla to assist the Engrs as an electrician. Not only will this boost the limited number of electricians available for the project but should add a number of hours to Marcus' electrician log book.

In between being flat out and not having time to scratch ourselves, we have sent a number of other FRTs away to support many of the tasks that the Sqn has been committed to during the year. For his hard work, CPL Moose Gordon was sent with a section of plant operators to Oak Valley which is about as remote as you get in S.A. The nearest town was Ceduna, 6 hours' drive away in a landcruiser! The task was to assist 3 Fd Sqn in their annual exercise and to recon the site for the likely Sqn AACAP deployment next year.

Another FRT task saw CPL 'Lamb' Lamb team up with CFN Randell, a GRes member of 21 Const Regt for their annual camp at Kapooka for two weeks in September. After being subjected to two weeks of 'real reserve' life, CPL Lamb has decided not to tick the GRes box when he gets out early next year!

Ex LIGHTNING YOGI 97 is currently underway with six personnel from Wksp deployed to Lightning Ridge to provide FRT spt to the Lightning Ridge Police Bush Safari. This was Wksp's only chance at adventure training for the year due to work commitments. The LY97 team is headed by SGT Bob Murch and has the following members under his wing for the 10 day 'Bush Bash':

CPL Pete McKenna (Rec Mech)  
CPL Helen Johnson (Camp Commandant)  
CFN Dave Penny (VM and driver)  
CFN Chris Heaven (VM and driver)  
CFN 'Spanna' Oldroyd (VM and driver)

Judging by previous years, this should be a very good trip (more photos and tales to follow on this!)

There are only a few Wksp personnel actually posted out at the end of '97:

CAPT Jenelle Lawson (Darwin Log Bn); WO2 Geoff Lee (ASM 5/7 RAR); CPL Moose Gordon (look out ALTC); LCPL Matt Filipowski (SASR Wksp); and CPL Derryn Lamb, CFN Spanna Oldroyd and CFN Chris Heaven - all discharging.

Their replacements will undoubtedly be discussed in the next issue of *The RAEME Craftsman*.

The first person to leave the fold in '97 was PTE Katy Murrihy who is now in sunny Brisbane at 7 CSSB. Her replacement is PTE Chris Bennetts from BASC(L) clothing store, a first for him to be working in an RPS. Once again, as with most Wksps today, the expertise in EMEMIC and RAAOC knowledge of the operation of a Wksp is waning as the ex-RAEME Clk Prods are being given broadening experiences in anywhere but a Wksp and any RAAOC personnel (regardless of their background) is given a guernsey to work with RAEME!! This is not the soldier's fault and we understand that this is the whole concept behind RAAOC 97. It is a compounding problem which has no foreseeable solution unless RAAOC post their specialists to where they are most needed (but I guess that would defeat the purpose of RAAOC 97!) We understand that it is going to take time to train the RAAOC personnel to the standards required to work in any unit but at the same time, for a small unit such as ours, it is very difficult to take on the training responsibility along with all the other tasks. Not only is the unit suffering but the RAAOC personnel feel that they are inappropriately qualified to carry out their duties to a high standard. Are unit Wksps ever going to be asked how they are being affected by changes such as RAAOC 97?

Wksp Tp finally had the opportunity to send some CFN on Subj courses this year. After all the Engr nominations were unable to meet the commitment, Wksp Tp was given three positions on the 7/97 Subj 1 CPL at Singleton. CFN Andrews, Filipowski and Mills attended this and all passed well with one of the three coming in the top five. Upon return from this, they joined the other four CFN in the Wksp to attend the Eastern Region Subj 2 CPL (RAEME), held at SME/Gan Gan Training area in July. 17 Const Sqn also provided the CI of the course (CAPT Lawson), the Course Manager (SUIT Murch) and another instructor (SUIT Jaudzems). At the end of all this, Wksp Tp was given approval to promote CFN Andrews and CFN Filipowski to LCPL on the condition that they still work on the floor (as we do not have enough CFN for them not to!)

The current manning for 17 Const Sqn Wksp Tp is:

1 x CAPT (Tp Comd)  
1 x WO2 (ASM)  
1 x SSGT (RPS) - vacant  
2 x SGT (Veh)  
1 x SGT (GE)  
10 x CPL (various)  
2 x LCPL  
6 x CFN (various)  
1 x PTE (strmn)

The composition of the manning will undoubtedly change with the posting cycle.

Finally, 1997 is still not over for us. Just as everything should be winding up and people start planning their Christmas leave, there is still too much to do before 1998 gets here. Refurbishment and Bulla as well as planning for two AACAP tasks in central Australia commencing Mar '98 should be enough to let us see into the new year.

## THE 1ST COMBAT SERVICE SUPPORT BATTALION

### Your Support Force in the North

#### *'To provide formation line CSS to 1 TF and other designated units'*

It will not only be our name and role that changes under the implementation of the new Army for the 21st Century (A21) Trial structure! Between now and January 1998 the structure of the 1st Combat Service Support Battalion (1 CSSB) will be completely revamped. These amendments will include structural changes, and changes to operational procedures and the services we provide. In accordance with our new structure, 1 CSSB's mission during the A21 Trial is 'to conduct the A21 TF Combat Service Support (CSS) trials in order to produce the optimum TF CSS structure, procedures and doctrine to sustain 1 TF and form a CSSB.

The A21 LOG studies were conducted in order to set structure and doctrine on a converging path and to ensure our capability matched strategic guidance. From this study it was decided that 1 CSSB would conduct the A21 CSS trial beginning in 1998. In the new year 1 CSSB will form functional, in-barracks companies, comprising of the following: a HQ element, a Logistics Management Centre (LMC), an Admin Coy, a Materiel Maintenance Coy, a Distribution Coy, a Health Coy and an Support Engineering Coy. The barracks formation of 1 CSSB was influenced by the Army's Presence in the North (APIN) building project at Robertson Barracks, plans for which were well under way prior to A21 Trial implementation.

However, on deployment the 1 CSSB structure will be slightly different. The 1 CSSB field structure, will consist of a HQ element, an LMC, Admin Coy, Health Coy, Sgt Engr Coy, and a Forward Support Coy (FSC Recon Bn) and a Task Force Maintenance Area Combat Service Support Coy (TFMA CSSC). The FSC Recon Bn will be made up of elements of the in-barracks CSSB that will be required to support the Recon Bn in the field trials. The remainder of the CSSB will make up the TFMA CSS Coy. The TFMA CSSC will provide CSS to TF units located in the TFMA, and support to the FSC Recon Bn.

CSS provided by 1 CSSB to the dependent units in the past, has been difficult due to a number of systematic shortfalls in our logistic system. The A21 LOG review identified a number of serious deficiencies in the logistics capability within the land force. To remedy this, the review proposed the following:

- the identification of a single logistic commander at each level;
- the creation of Logistic Management Centres (LMCs) at all command levels within the force;
- tactical pools of equipment;
- fleet management at the tactical level;
- logistic information management systems (LIMS) at the tactical level; and
- maximum use of national contractors for a variety of services.

It was from this review that Comd 1 Bde developed the following tasks in order to meet the higher commanders intent:

- the movement of 1 CSSB B Coy to Darwin and restructure an A21 CSSB by 1 Mar 98;
- take under command from 1 CER from Jan 98 elements of 23 Spt Sqn;
- draft, in conjunction with HQ Trf Comd, tactical doctrine for the A21 CSSB; and
- develop logistic processes, structures and doctrine in parallel with developments in A21 LOG review.

From the A21 review it has been decided that the logistic structure within the Army, and more specifically 1 Bde, has a

requirement to be streamlined. 1 CSSB as part of 1 Bde will optimise its CSS capabilities by:

- rationalising the major elements from unit A2 echelons and combining those assets with the FSC of 1 CSSB,
- allocation of Tactical pools of equipment to 1 CSSB,
- a centralised command and control with one CSS commander,
- establishing a Logistic Management Centre (LMC) which will coordinate:
  - materiel and materiel services
  - equipment maintenance and equipment maintenance services,
  - distribution and distribution services,
  - support engineering and support engineering services, and
  - health and personnel services.
- extensive use of contracts,
- the movement from a supply and transport system to a distribution based system.
- the transport capabilities will increase with the introduction of road trains at formation line. Road trains will provide the transport element of Distribution Coy with the following advantages:
  - increased load capacity and economy of scale,
  - reduced maintenance and driver overload, and
  - reliable delivery of essential supplies.
- improved LIMS, including AUSTACCS, SDSS, MIMS and CVS; and
- the fwd deployment of health support such as resus and evac teams to meet the one hour to resuscitation and three hours to surgery criterion as well as embedded AME in the CSSB.

These changes will provide 1 CSSB with a more closely managed, highly effective CSS system. Within the next 12 months 1 CSSB will be busy establishing the new structure.

1 CSSB has set itself some goals for the future:

- draft trial doctrine end Sept 97,
- equipment distribution end Dec 97,
- movement of B Coy to Darwin in Dec 97,
- 23 Spt Sqn under command Dec 97,
- move to Robertson Barracks in Feb-Mar 98, and
- trial CSS Bn structure in place by Dec 97.

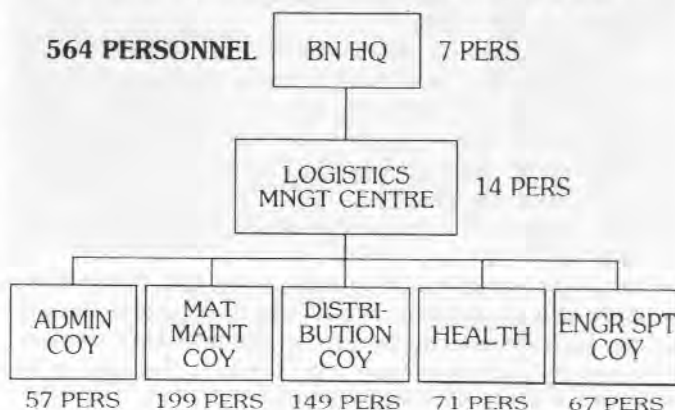
There is no doubt that the next 12 months will be an extremely hectic and challenging period for 1 CSSB and the other units within 1 Bde.

If you should require any more information please do not hesitate to contact CAPT Angelo Vescetti on (08) 8980 1606 or our email address is 1cssbn@dayworld.net.au. Keep a lookout for our Internet Homepage address which will be published in the Army Newspaper before the end of the year.

Enclosed are the following diagrams:

- 1 CSSB FSC Recon Bn,
- 1 CSSB TFMA organisation, and
- 1 CSSB in barrack structure.

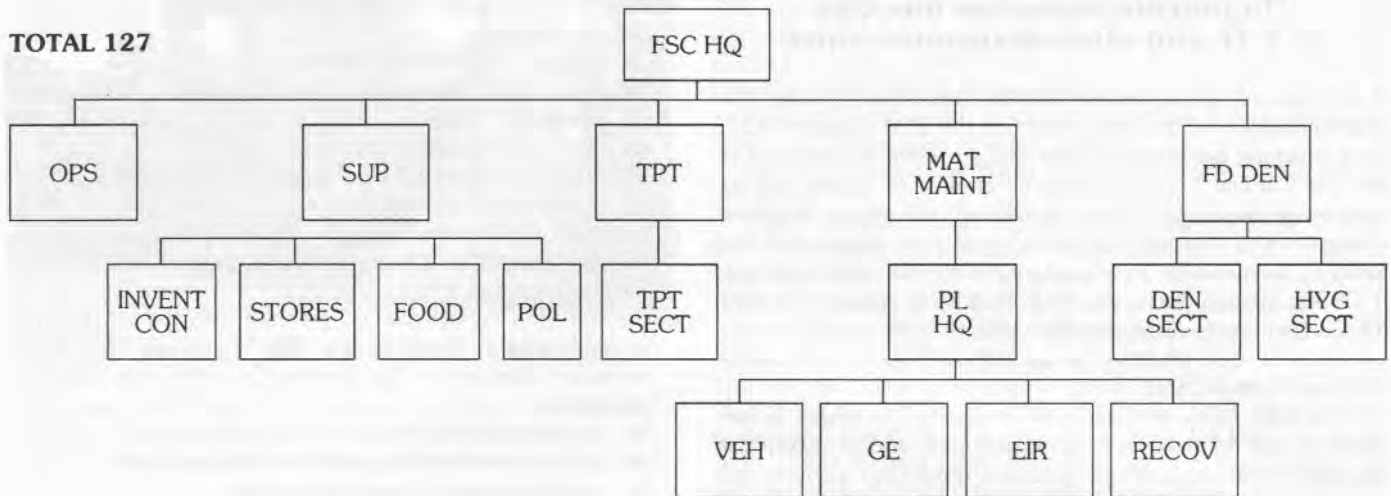
### 1 CSSB (IN BARRACKS) TRIAL ORGANISATION STARTING JAN 98



# UNIT JOTTINGS

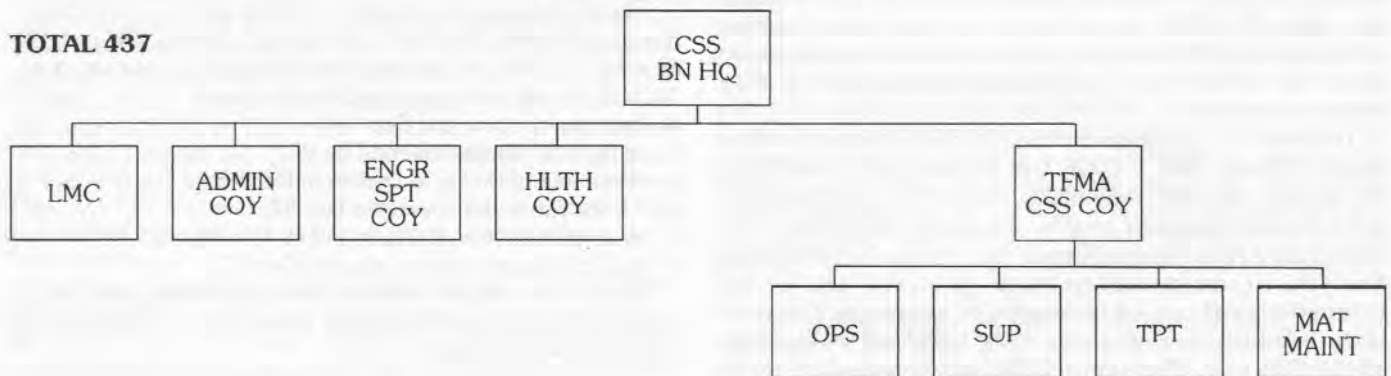
## 1 CSS BN FSC RECON BN

TOTAL 127



## 1 CSS BN TFMA ORG

TOTAL 437



## 1ST COMBAT ENGINEER REGIMENT WORKSHOPS

by OC ECH SQN

Well, what a year 1997 has proven. As we progress into the A21 trials and with the impact of DRP it has certainly created a great deal of much needed change. However amidst all this change is a pillar of strength, equipped with finely honed soldiers; the 1 CER Wksp.

This year has seen a wide variety of skills put to the test in order to achieve the 1st Combat Engineer Regiment's training directive. As a part of Echelon Squadron (soon to be Operations Support Squadron) we started the year with some Short Warning Conflict training operating in urban terrain scenario. This included a day training at 1 CER given by our infantry brethren followed by three days at sunny Singleton attacking buildings and conducting initiative exercises. CPL Mick Davies put to use his bronze medallion skills, saving CPL Stewy Brien as he decided to submerge himself fully in the water crossing activity. SGT Stewart Thomas also decided to test our recovery mechanics (LCPL Nathan Davis and CFN John McCrone) as he drove into what was once a sewage pit.

We also managed to squeeze in some adventure training in the form of abseiling, firstly conquering the tower at SME, then the Warragamba dam. Of note was the ASM's (WO1 George Knight) performance, managing to trip and face plant on the wall whilst dangling precariously above the cheering hoards. Also of note was CFN Daniel Smith who whilst performing a 'run-down' managed to also trip and skilfully wrap the rope around his forearm. Not to worry, the ropeburn has healed nicely along with the skin graft on his leg required to fill the chasms the rope left.

For 1997, the focus of the Regiment was Exercise 'Sapper's Showdown '97' seeing the unit deploy to SWBTA. With the wksp prepared to work day and night for the month whilst deployed during the exercise (including the drive up and back) we amassed a total of only 50 jobs which is a credit to both the wksp and the units equipment or possibly an act of the goodwill of God. Throughout the exercise, the boys were given the opportunity to practice the skills of the engineers. Many a tear was shed as a result of a full day of gas training culminating with a lung full of CS gas in a mask testing facility. Other activities included:

- route denial/route clearance,
- water purification,
- bridge building (resulting in LCPL Jo Sutton lying flat on his back for four days); and
- building search/clearance.



The boys' enjoyment depended on which troop they were allocated to, however a number of the lads including CPL Gavin Saxon and CFN Mark Craigie decided (for a short time) that they wanted to Corps transfer. At the other end of the spectrum was CFN 'Eldo' Eldridge who upon returning to the workshop was never seen more than spitting distance from his weld mog for the remainder of the exercise. The exercise proved a success for the operation of the workshop in the field as well as identifying those amongst us with a 'green' streak, in particular CPL Mick Davies, CFN Mark Craigie, CFN Peter Skinner and CFN Darren Heading who acted as the workshops fighting patrol. As per all exercises the good guys came away with another victory, destroying all enemy encountered.

The second half of the year has proven relatively quiet as a result of the ever decreasing pool of resources at our disposal, however we were heavily involved in the planning and conduct of the unit B7/B8 upgrade and Mack conversion course Ex 'Wandering Minstrel'. This saw the workshop (less a boffin or two) trek out to Cameron Corner and back covering a few



Above: Ex Wandering Minstrel Cameron Corner.  
Back: CFN Jansen, CFN Smith, SGT Thickett, CFN McCrone, LCPL Sutton, CFN Craigie, CPL Morrison and CPL Garsheen.  
Front: CFN Eldridge and LCPL Payne.  
Centre: ASM - W01 George Knight at Cameron Corner.  
Drivers Course, Ex Wandering Minstrel.  
Below left: CFN Ben Bignold - Bush Shower 20km west of Tibooburra, Ex Wandering Minstrel.  
Below right: CFN Mark Craigie cooking up a storm, Ex Wandering Minstrel.



Above: W02 John Bailey and W01 George Knight preparing to abseil down Warragamba Dam.  
Centre: CFN 'Ello' Eliston and Sgt Peter Hawkins at the bung '60s function.  
Below: CFN 'Janno' Jansen abseiling down Warragamba Dam wall.

## UNIT JOTTINGS



Above: CPL Mick Davies, CFN Mark Craigie, CFN Darren Heading and CFN Peter Skinner, Ex 'Sappers Showdown' '97, Wksp Lighting Patrol.  
Centre: CFN Eldridge and CFN Smith playing a few tunes on Ex 'Wandering Minstrel'.  
Below: CPL Gavin Saxon enjoying NBCD training, Ex 'Sappers Showdown' '97, SWBTA.

thousand kilometres. Out of the twenty or so vehicles that took part in the trek not one broke down which once again reflects the good work of the unit or possibly yet another act of the good will of God. Our newest and certainly loudest addition to the workshop CFN 'Ello' Elliston gobbled off just one too many times and found himself being cleansed on numerous occasions, maintaining the high standards of hygiene set by his mentor CFN Ben Bignold. The drivers course **almost** finished without incident, then CFN 'submariner' Jansen decided that the programmed recovery training just wasn't sufficient and attempted to ford what seemed a mere puddle – he was wrong. SCMA obviously identified his potential as a water operator within the commandos and he was posted immediately after the drivers course to 4 RAR (CDO) to discover his true calling within the ADF.

The Regiment sports day gave workshops the opportunity to dazzle the engineers with blistering speed (from CPL 'Princess' Morrison) and cunning to gain a credible overall result. CFN Darren Heading and CPL Gus Garsheen were the wksp speedsters, competing in most of the running events. There was no question as to who would take out the tug of war as the wksp team took the rope with the secret weapon being all those pies, sausage rolls and beer swilling in the Bung. The landrover pull was also won by wksp to the surprise of the engineers. However with our reccy mech, CFN John McCrone at the wheel of the rover it was amazing how a couple of clicks on the handbrake hampered the engineer teams. The donning of sumo suits was the final event for the day which saw wksp (CFN Daniel Smith) in the grand final only to be narrowly defeated by the engineer para team.

The remainder of the year will see the majority of the wksp deploy to Pucka for a couple of weeks in support of the engineer squadron in order to trial the new A21 structure. We will deploy with our new mechanised capability, being two fitters tracks, an ARVL and a TLC so it will provide us with the opportunity to refine a few procedures and establish some mechanised SOP's. 1998 looks to be shaping up as a busy year (resources permitting) with a Brigade exercise as well as a possible ATSIC task in the NT. Well dones for this year must go to CFN Peter Skinner and LCPL Nathan Davis who were both awarded trainee of merit for the Sub Two CPL cse and Sub Four RECOV cse.

Farewells this year (thus far) are as follows:

SGT Peter Hawkins	103 Sig Sqn
SGT Mick Thickett	NOWHERE!!!
CPL Mick Davies	1 CSSB
CPL Brett Donnelly	DNSDC
LCPL Mark Payne	with SGT Thickett
CFN Mark Craigie	1 ARMD Regt
CFN Peter Skinner	16AD Regt
CFN Brad Sutherland	26 Tpt Sqn
PTE Reg Pillay	also with SGT Thickett.



Above: 88M ECH SQN – WO2 John Bailey coming out of 'Mask Testing Facility' NBCD training, Ex 'Sapper's Showdown', '97.  
Below: 1 Cer Wksp, NBCD training SWBTA, Ex 'Sapper's Showdown' '97.



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