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The Corps of Royal Australian Electrical and Mechanical Engineers

ISSUE NO. 44

AUTUMN 2000





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29 September 2000

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CRAFTSMAN

The Corps of Royal Australian Electrical and Mechanical Engineers

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crafty contents

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First of all let me thank all those units and individuals who sent contributions for this issue. Although late in arriving, they should make an interesting issue of the *Craftsman*. It was pleasing to note the high standard of interest and literacy of the articles submitted by some of our junior members.

A reminder to all as you read this comment, please start to plan your articles for the next issue and submit them ASAP. For any information please call me on (02) 6055 2193 fax (02) 6055 2436 or email doug.gammon.342883@army.defence.gov.au

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Mack NR models were used widely by the Australian Army in WW1.



The Mack AC model earned the name "Bulldog Mack" in WW1.



DRIVEN

message from head of corps

by Brigadier C Sharp AM CSC

The new millenium brings many challenges to the Army and the members of the Royal Australian Electrical and Mechanical Engineers. New equipment, already in service and within the acquisition pipeline, brings technologies of greater variety and complexity than before. This will test the maintenance and engineering infrastructure in a time when monetary resources continue to be scarce. Other challenges emerge as all of us attempt to keep abreast of the many changes that have occurred over recent time. Changes to the familiar structures and processes within the Australian Defence Force challenge our self-confidence and test our resilience. The changes will continue in the next few years with further improvements in command and control arrangements, acquisition and support structures and processes, training methods and force development and delivery strategies. All of these alterations are designed to improve the effectiveness and efficiency of our combat forces which will continue to play an active role in the security of Australia and the Region.

Against this exciting backdrop, I am very positive about the abilities, commitment and contributions of RAEME soldiers and officers bring to the Defence Force. In my travels over the past year, I have met many Corps members and each has impressed me with his or her knowledge of important issues and enthusiasm to provide service for Australia. There is no doubt that the Corps' greatest asset is its people and I am certain that the Corps has a bright future. I believe that it is appropriate to recognise the efforts of some of those people.

I would like to take this opportunity to thank and congratulate all members of the Corps who contributed and continue to contribute directly to stabilisation operations in East Timor. They have upheld the RAEME traditions of those who preceded them and we should be proud of their professionalism. I also extend my best wishes to their families who support them so well. I also pay trib-



ute to those who were not able to deploy to East Timor but provided no less valuable indirect support from Australia. Although East Timor was in the spotlight, those who are overseas on other operations deserve due recognition and our support. I thank all those members for their contributions.

Turning to Corps matters, I wish to pay tribute to Brigadier Bob Millar who recently relinquished the appointments of Representative Colonel Commandant of the Corps and Colonel Commandant Queensland Region. A former Head of Corps, Brigadier Millar provided outstanding leadership, guidance and friendship as the Corps transitioned through some of its more difficult times. On behalf of all members of the Corps, I thank Brigadier Millar for his dedication and service and wish him well in his business endeavours.

I am delighted to be able to welcome Colonel Larry Foley as the new Representative Colonel Commandant. Colonel Foley, who will retain his current appointment as Colonel Commandant NSW and ACT Region is well known as a former Director of the Corps and I look forward to working with him in the future. Replacing Brigadier Miller as Colonel Commandant Queensland Region is another former Head of Corps, Brigadier Ross Grant. Both bring a wealth of experience in serving the Corps and we are fortunate to have them in representative positions.

I would also like to pay tribute to a member who continues to serve the Corps in exemplary fashion and without whom the Corps would not be able to operate as it does. Major Doug Gammon is providing excellent service with few resources. Many of you know of his long service to the Corps whilst in the full-time and part-time Army and many now see him when escorting the Banner around Australia. What many do not see are the numerous activities performed by Doug to assist me and keep the Corps machinery working. On behalf of all members of the Corps, I thank him for his tireless efforts.

In conclusion, it is my belief that the Corps remains a major building block of the Army and the Defence Force. It faces considerable changes in the new millenium and I am confident that it has the right skills, enthusiasm and determination to succeed.

Arte et Marte



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message from representative colonel commandant

by Col L J Foley



Once again it is my great pleasure and privilege to be writing to you through our *Craftsman* magazine, this time as the Representative Colonel Commandant for the Corps. My first duty must be to thank my predecessor, Brigadier Bob Millar, for

perhaps his last major contribution to the Corps as its Representative Colonel Commandant. He was the DGEME in the late 1980s, Commander of 5MD in the early 1990s and Colonel Commandant IMD and Representative Colonel Commandant for the Corps until the end of last year. Few soldiers have contributed as much to their Corps as Brigadier Millar. On your behalf and on behalf of his Corps, I thank him.

My association with the Corps stretches back more than forty years now. To say that I have seen some changes over that period of time would be a gross understatement. However, some things have not changed – and one of these, perhaps the most important, is why the Corps was formed and why it exists in its present form.

From the time of its inception in the midst of great threat and uncertainty during World War II to today, and through changing technologies and equipment, the role of the Corps has

remained constant. This was perhaps best expressed soon after World War II ended by one of the great commanders of that conflict, Field Marshal The Viscount Montgomery, when he said "... (the Corps) exists in fact to keep the punch in the Army's fist. The hitting power of an Army lies in it being maintained at full strength in men, weapons and equipment. The only way its needs of weapons and equipment can be met is by recovering, repairing and returning to units within a matter of hours every possible gun, tank and vehicle." His statement of the role of the Corps is as valid today as it was fifty-plus years ago.

It behoves us all to ensure that we remain committed to that role and that equipment is returning to user units in the most reliable condition that time and circumstances allow.

I wish you happy soldiering and hope you are enjoying your service as much as I enjoyed mine.

Arle et Marie

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message

from

honorary colonel commandant

by Brigadier RLG Grant AM, Honorary Col Commandant RAEME Qld

There have been a number of developments in the Queensland Region in recent months. Firstly, Brigadier Ross Grant AM has been appointed Colonel Commandant, replacing Brigadier Bob Millar, who has relinquished the reins after three years. Our thanks go to Brigadier Millar for his commitment to the Corps in Queensland and steering the local organizations through some difficult times.

For those who do not know Brigadier Grant, he has recently retired after 36 years service and works at the Anglican Church Grammar School in Brisbane as the Planning Director. He has had a long association with the Corps. He started his career as an apprentice; had considerable experience in the aircraft maintenance engineering and general engineering stream; is a former Director of the Electrical and Mechanical Engineers - Army, and more recently, served as the Director General Engineering - Army. He knows the members of the Corps well, and is in turn, well known by many of his past and present RAEME colleagues in Queensland.

The second development is an attempt to bring together the many disparate RAEME associations and bodies, that populate our region, under the auspices of one association. At a recent meeting with representatives of some of these groups, in February, it was agreed that the various groups could benefit by being represented by a single association, under the Chairmanship of the Colonel Commandant. Importantly, it was also agreed that each organization would be able to pursue their separate aims independently. The main unifying feature of the association was the promulgation of a single strategic plan, and eventually a constitution, which would agree on some broad goals and objectives for the association, and identify a simple organizational structure to operate under equally simple rules.

The next meeting, to be held on the 4 Apr 00, will consider some wider issues,

but it is already clear that the spirit of inclusiveness, which manifested the first meeting, has struck a chord with our people in Queensland. A draft strategic plan was tabled and has now been circulated for comment to any interested party.

The third important development is the introduction of a regular meeting schedule and a program of activities in the Queensland Region. These have yet to be promulgated and further work has yet to be undertaken, but for simplicity, the association will try to lever off the currently available IT systems and develop a proper web-site and a high degree of connectivity with our members. In time we would hope to develop a comprehensive database of the state's members and to connect to other state RAEME Association web-sites. There are many of these, and all readers are encouraged to punch 'RAEME' into their search engines and see what eventuates! The association in Queensland clearly has the technology and the skilled people to grow a comprehensive site and enhance the links with our people.

The Queensland Region Association will also encourage RAEME soldiers, past and present, to march under the Association's banner on ANZAC Day, if they do not have a parent unit with which to affiliate and march. Of course, we will continue to maintain contact with our members through the traditional mailing methods, so please keep our current database up to date by contacting our Association's Secretary, Sandy Ward, on B (07) 3332 6571 or e-mail sandyward@one.net.au. We would especially like to hear from those older Corps members, who for many reasons may have lost touch with RAEME activities in Queensland.

The opportunity to develop an association in Queensland along the very successful lines followed in Victoria and Western Australia will pay-off if it has clear goals. We have the lion's share of the Corps in Queensland, and although



somewhat dispersed, the association can make our presence felt. Associations such as ours have an important part to play during times of great change and we can be supportive to our colleagues, who continue to serve in difficult times, by reminding them of the great reputation the Corps has developed over the last 56 years.

The Corps in a modern army has a responsibility to keep pace with, or better still, lead with improved maintenance techniques that accompany changes in technology. Our Army is clearly going to embrace technology increasingly to improve its combat capability and to compensate for the relatively low numbers of serving full and part-time soldiers. Associations like ours can remind these young men and women of the traditions, while acknowledging and celebrating their current achievements and contributions to the reputation and tradition of the members of the Corps.

For those who want to be part of the Queensland RAEME Association, an organization chart is shown as part of the draft strategic plan below for your interest. You will note that there are still some vacancies in some committees and we would love to hear from you if you are willing to serve. Shortly, we will also get the activities program of to our clientele so that you can attend some of the functions.

This new Association looks forward to linking and working with all the other associations in Australia. While we may be scattered widely, there is a spirit of pride in the Corps' achievements over many years. Whether the members were RAEME or AEME, full or part-time, apprentice or adult trainee, officer or soldier, 'aviation' RAEME or 'steam' RAEME, 'black' trades or 'green' trades, clerk or storeman, regimental or technical, recovery mechanic or other, male or female; it just doesn't matter. We are all of one tribe and can celebrate the differences and the combined efforts of all - (this is what makes the Corps great!)

message from honorary colonel commandant

by Colonel JC Wilson, Honorary Colonel Commandant RAEME
Southern and Central Regions



As the Honorary Colonel Commandant, Southern and Central Regions, I see my responsibilities as outlined in Corps Instruction No 7. In particular, the duties of fostering of an esprit-de-corps and the general welfare of members of the Corps of RAEME are of high importance to me. The term "Members of the Corps", applies to all serving and retired soldiers because we aim to maintain the connections which have often been built up over a lifetime of service in RAEME. The partners of the Members of the Corps are also important to us as they have

given valuable support in both good and bad times and also enjoy renewing acquaintances whenever the opportunities arise.

We have an excellent support service through the various RAEME associations that are very active in all the Australian states. If you know of members who are not on our mailing lists then please bring it to my attention or inform the appropriate secretary. Each year we hold functions in our Associations and various messes where serving, retired members and partners are encouraged to attend. We wish to continue these functions and your support is required to make them successful.

In line with popular trends, resulting in economies from integration, we find that RAEME is now only a shadow of its previous size. It fits well into the integrated logistical concept because of the calibre of our members. Perhaps more than ever we need a Corps focus for the technical speciality of our responsibility to the Army. We need to draw on the technical experiences of our colleagues, past and present, to ensure that we do not repeat mistakes of the past and to dissipate experiences from the present to improve

our efficiency. The correct training of personnel to ensure they can function correctly in the field and maintain the Army's ever more technically complex equipment is a matter that requires a strong Corps input as we are the most appropriate agency to offer this advice.

It is also very important to promote and encourage our Corps members. Each year we have several awards for Craftsmen, senior NCOs and Warrant Officers and Officers. It is the responsibility of those who manage these personnel to submit nominations when talent is displayed. It may take a little time to complete the paperwork but you will be justly rewarded if your nomination receives an award. Please keep submitting the nominations because they are very important to those who are successful in winning an award.

Please contact me by phone fax or e-mail if you would require assistance or wish to discuss Corps matters, my details are:

Colonel J. C. Wilson

Phone Bus: 03 9566 9233 Phone AK 03 9560 8942 Fax: 03 9545 1165

Email: jack.wilson@daimlerchrysler.com

HONORARY APPOINTMENTS

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Northern Region

TBA

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profile

IAN STEWART AM (RL)

Colonel Commandant RAEME Western Region

Enlisted: February 1949 2nd Intake Army Apprentice School Balcombe.

Retired: February 1984.

Marital Status: Married – two sons and one daughter.

Currently Residing: Perth, Western Australia.

Service History: During service with the Corp he filled a number of posting both as an Other Rank and an Officer.

Highlights during his long career were postings to the United Kingdom and BAOR Germany; secondment to the FMC Corporation (USA), manufacturers of the M113A1 family of vehicles; a period of five years as an instructor, RAEME Training Centre Bandiana; a term of service with 17 Construction Squadron Workshop RAEME in Vietnam 1968-

1969; OC Darwin Workshop Platoon during Cyclone Tracey in 1974; OC Perth Workshop Company and Senior Corp Representative Western Australia until retirement in 1984.

He was awarded the Order of Australia (AM) in 1983.

As Colonel Commandant Western Region and a member of the Corp Committee he retains a very active interest in matters relating to the Corps in general and those of particular interest in Western Australia. During the period he has been Colonel Commandant RAEME Western Region he has been instrumental in the formation of the RAEME Association WA which has attracted a great amount of interest from all ranks of the ARA and A Res in the region.



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Thomas Charles MONEY (Life Member)



12 December 1901-8 February 2000

Tom saw service during WWII with AEME. He joined this Association in 1990 and was made a 'Special Member' as our oldest member, and on 29 August 1993 was made a Life Member.

On Friday 27 November 1992, at RAEME Trg Centre Bandiana when the Corps celebrated its 50th Jubilee, Tom was selected as Guest of Honour at this occasion, believed to be the oldest living original AEME surviving member.

Tom was so proud to participate in this celebration and was quoted as saying: "It was an honour for me to represent the originals at this 50th Jubilee Anniversary in the presence of high-ranking officials from Australia and around the world".

1203020 SGT Neville DUDLEY (NEV) BEVERLEY (Vehicle Mechanic)

22 June 1938 - 20 February 2000

Enlisted ARA 2 Dec 1969 and discharged 11 May 1986.

Postings: 1969 - 1979

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NQ Workshops Townsville Qld

102 Field Workshops Townsville Qld

1979 - 1983

Canungra Workshops Canungra Qld

1983 - 1986

11 Supply Bn. Brisbane Qld

Des Kearton conducted the RSL service for Nev's funeral on Wednesday, 23rd February, 2000 which was held at St. Michael's Church, Old Toorbul Point Road (off Bribie Island Road between Caboolture and Bribie Island) at 10am, then moving to the Caboolture Shire Lawn Cemetery, Tallowood Drive, Deception Bay for interment.

242936 Peter Joseph MATHESON

10th Intake Army Apprentices School
Balcombe 1955

Passed away 18 December 1999. Aged 61.

Major Noel PEIRCE

If you had the privilege of knowing the late Noel Peirce then you are much richer for the experience. Throughout his service in the Corps he was known for honesty, his dedication, his interest in assisting others, his sound technical knowledge in all small arms and armament matters and his flexible interpretation of procedures to ensure customer satisfaction.

Noel was an apprentice Toolmaker at the GMH factory at Fisherman's Bend and on successful completion he wasted little time before entering the Army. He was allocated to RAEME and became a specialist in the Small Arms field. He was a CPL in EIS in the mid fifties and on promotion to WO2 was the brigade armourer in Malaya where he had the responsibility for some 20000 weapons. As a WO2 he attended an Artificer Course at and was awarded the top award of the Artificers baton. He was commissioned at Canungra in 1968 after the successful completion of an Officers Qualifying course. His postings as an officer included DEME HQ, Tropical Trials, HQ AFV, Monegetta and RTC. Noel retired on in 1978 at the rank of Major. After his military service he achieved another personal goal when he became a FAPS at the AFO.

Noel will be remembered for his friendly disposition, his desire to help others, his intelligent conversation in the mess. To sit with or near him at a formal dinner was pleasure in itself as not only was he a great conversationalist but also a true gentleman who gained great joy from the traditions of formal dining. Towards the end of Noel's service a young officer was heard to say "a nicer man I have yet to meet" a comment that would widely be endorsed by those who knew him.

36094 SSGT Albert Pickering

Albert was born at Newcastle on Tyne in England on April 4 1925 and died at Wodonga on April 23 2000. He enlisted in the British army as soon as he was old enough serving in the Light Infantry and then in Parachute and Airborne units.



SOLDIER and CRAFTSMAN

From the time he enlisted in 1943 until his discharge in 1947 he served in Europe, Norway, India, Java (now Indonesia), Palestine (now Jordan) Batavia and Semarang. On one occasion during this period he was operating in a parachute role in a forward area when his small party captured a German General.

Albert came to Australia in the mid fifties and enlisted in the Australian Army in 1957 and was allocated to RAEME. He served in 101 Field Wksp in Puckapunyal and moved with the unit to Ingleburn. From there he was posted to RAEME Training Centre where he was the Barrack block NCO for the first Other Ranks brick barrack block. Later he became the Officers Mess Manager and then moved on to be the CQMS of RTC. Albert's home became a rest and resuscitation centre for many students on courses who were made most welcome by Albert's wife Betty. He served his Corps with dedication and distinction until he took his discharge in 1978. He was a well-respected member of the Corps and this was evident at his funeral when so many Corps identities travelled long distances to pay their last respects.

His wife Betty, daughter Kathy, son Barry and two grandchildren survive Albert.

STOP PRESS!!! RAEME CORPS PORT

**THE YEAR 2000 BATCH OF THE
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We are in the early planning stages and hope to have it ready for delivery by early November (before the dreaded posting cycle kicks in and disrupts this important event). A signal will be on the streets in the near future detailing how to order your prized drop.

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Technical Regulation of Land Materiel

This article is the third in an ongoing series that will outline the development of the Technical Regulatory Framework for Land Materiel.

The article describes the goals and structure of the Directorates of Technical Regulation (Army) for those who missed the last two articles, and outlines the latest developments in the draft DI(A) *Technical Integrity of Land Materiel*, and the *Technical Regulation of Army Materiel Manual* (TRAMM).

Technical Integrity

Technical Integrity is the safety, fitness for service and environmental acceptability of materiel. Although Defence currently has many procedures managing aspects of technical integrity, there is no unified system, and some aspects 'fall through the cracks'. Shortcomings place individuals throughout Defence at risk, either risk of injury or risk of legal liability for injury to others. Some equipment does not meet the users' needs, through inadequate design for its actual use or inadequate maintenance procedures.

The Directorate of Technical Regulation (Army) (DTR(A)) has been drafting a DI(A) and at the same time Defence policy is being drafted to provide an ADF wide basis for the regulation of technical integrity of materiel. DTR(A) is well on the way to producing the new Technical Regulatory Framework (TRF) for Army. This will establish the boundaries for technical activities for all land materiel. The DI(A) is now in final draft stage for submission for two-star clearance, and the Technical Regulation of Army Materiel Manual (TRAMM) is being produced.

The DI(A) will mandate that design and maintenance activities be properly managed; and conducted by competent and authorised personnel. It appoints DGENG(A) as the Technical Regulatory Authority, with control over all aspects of technical regulation for land materiel.

The TRAMM will provide the controlling instructions. The aim of these documents is to ensure that the Chief of Army is confident that land materiel is safe and fit for service.

Over-regulation is a major concern. If procedures are difficult to follow, require too many resources, or take too long, we risk having a system that is implemented poorly and does not meet its aim. The TRAMM is being written with this in mind. It will be readable, and regulate only that which must be regulated. It will subsume some existing instructions; such as the RODUM ALL, the Army specification manual and the CM manual; to provide a single reference for users.

We will have a system that is useable and understandable, and ensures safety and fitness for purpose of land materiel.

Directorate of Technical Regulation (Army)

The role of the Directorate of Technical Regulation (Army) is to enhance the combat effectiveness of the Army through the technical regulation of land materiel during acquisition and in-service management. Technical regulation will provide Chief of Army with the assurance that land materiel is fit for service and safe for use.

The key goals for the Directorate are:

- To develop, implement and manage a technical regulatory framework (TRF) for Army.
- To develop and promulgate Army technical data management policy.
- To develop and promulgate Army engineering policy including quality assurance, system engineering, configuration management and RAM policy.
- To develop competency standards, qualifications and training requirements for positions within Army's engi-

neering and technical chain of control.

The Directorate consists of 19 personnel commanded by COI David O'Brien. The organisation is divided into three groups:

- **Technical Regulation Group.** This group, headed by Mr Graham Smith, is responsible for the development, implementation, and ongoing management of the regulatory framework. The group will also be responsible for recommending to DGENG(A) the delegation of design acceptance authority, maintenance approval authority and quality assurance authority to competent individuals. The group comprises four sections:
 - **Acquisition.** Acquisition section is responsible for ensuring that land materiel acquisition processes are designed to ensure technical integrity of the materiel and systems acquired.
 - **In Service.** In service section is responsible for issues relating to the continuing technical integrity of in-service equipment, particularly maintenance and configuration management.
 - **Compliance.** Compliance section is responsible for developing and managing compliance audits of organisations to ensure compliance with the regulations.
 - **Technical Competencies.** Technical competencies section is responsible for developing and maintaining competency profiles, qualifications and training requirements for positions within Army's engineering and technical chain of control. This includes developing career profiles for engineering and technical personnel and undertaking audits of competency standards for prescribed personnel.
- **Technical Data Management Group.** This group, headed by Mr Rod Hucker, is responsible for determining the type, range and standards of technical data

to be maintained and used by all organisations responsible for land materiel.

- **Quality Engineering/Assurance Policy Group.** This group, headed by Mr John Evans, is responsible for developing and managing the quality assurance (QA) policy and procedures for Army. It is also responsible for reviewing and maintaining a list of current standards applicable to QA, and for ensuring Army's policies interface with joint QA requirements.

Technical Regulatory Framework Documentation

DI(G). A DI(G) *Regulation of the Technical Integrity of ADF Materiel* is in final draft stage and has been distributed throughout the ADF for comment. It directs the three Service Chiefs to establish regulatory authorities to achieve technical integrity of the materiel for which they are responsible. The current version is available on the DTR(A) web-site.

DI(A). A DI(A) *Technical Integrity of Land Materiel* is being developed by DTR(A) with wide consultation. The DI(A) covers:

- application of the policy
- aspects of technical integrity;
- the technical regulatory framework (TRF) including implementation, delegations, accreditation and configuration management; and
- roles and responsibilities of individuals and organisations.

The document has been completely rewritten to incorporate comments received from the Project Assurance Board, and will be circulated for two-star clearance shortly. A copy is available on the DTR(A) web-site.

The DI(A) is not intended to be a document for day-to-day reference. It provides the authority and basis for regulation, but the TRF, the framework within which

people work, is detailed in the TRAMM and other authorised documents.

TRAMM. The main source of information on the TRF will be the Technical Regulation of Army Materiel Manual (TRAMM). The structure of the TRAMM has been revised. It is designed to categorise the contents, making the manual simple to read and use for reference. It has been divided into four volumes:

- **Volume 1 – Technical Regulatory Framework.** This volume is the foundation document for the TRF. It is divided into seven parts:

- **Part 1 Introduction.** Description of the TRF and overview of the TRAMM.

- **Part 2 TRF Processes.** Risk engineering, safety assessments, technical investigations and RODUM.

- **Part 3 TRF Accreditation and Delegations.** Assignment of authority, roles and responsibilities, accreditation of organisations, support networks, audits, assessment of suppliers.

- **Part 4 Design.** Design process, local manufacture (ie AMWs).

- **Part 5 Production and Supply.** Data requirements, risk management for contracting, technical management for contracts, supplier quality plans, audit and surveillance, certification, industry requirements, corrective action.

- **Part 6 Maintenance.** Inspection and classification, maintenance certification, contingency maintenance.

- **Part 7 Technical Data Management.** SDSS, RPS, tech data requirements.

- **Volume 2 – Army Configuration Management Manual (CMMAN).** Complete revision of current CMMAN. Configuration management and engineering change management, including fleet engineering changes, local mods, substitution of components.

- **Volume 3 – Army Specification Manual (SPECMAN).** Complete revision of current SPECMAN.

- **Volume 4 – Subordinate Documentation.**

Authorisation of other TRF documentation. Includes authority to issue maintenance news, safety news, lists of related documentation, authorisation of technical data including FMEIs, instructions for accessing tech data over the web.

Draft TRAMM chapters are currently being produced and reviewed. As they receive clearance, they will be available for viewing and comment on the DTR(A) web-site.

TRF Information

As well as releasing documentation on the web as it is produced, DTR(A) is planning to visit most areas and formations this year. Courses at ALTC are being addressed, as is the annual RAEME WO/SNCO seminar on 5 May 2000 at Bandiana.

FAQ

There is a frequently asked questions page on the DTR(A) web-site. Visit it, read it, and ask your own questions! Email, telephone or fax one of the people below.

DTR(A) Homepage

A home page for DTR(A) has been developed as a source of up to date information on the technical regulatory framework. To see the draft DI(A) and DI(G) and find information on DTR(A), visit the website at: <http://www.aea.sptcmd.defence.gov.au/DTRA/dtrframes.html> www.aea.sptcmd.defence.gov.au/DTRA/dtrframes.html. (From the DEFWEB homepage, choose "Support Command" in the "Select a Defence Group" box, click on "SCA-Army", click on "SCA (A) Units On-Line", select "Directorate of Technical Regulation (Army)", select "Links/References", select "Technical Regulatory Framework".)

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By WO2 P.J. Yates

Medium Recovery Vehicles on operation

Two Medium Recovery Vehicles (MRV's), ARN 202 849 and 202850 were deployed on Operation Warden in East Timor on the 19th Dec 99. The MRV's arrived in Dili on the *HMAS Jervis Bay* and were unloaded and driven on foreign soil for the first time by WO2 Huck (Sump Sucker) Berry, ASM 10 FSB Wksp. The MRV's sat in the 10 FSB WKSP for three weeks waiting for qualified crews to man them, in this time opportunities for the MVR's to prove their stuff were missed (in particular a rolled 38 tonne Forklift).

Five qualified Recovery Mechanic's were finally deployed on the 7th Jan 00, they were from 7 CSS Bn WO2 Pete Yates, CPL 'Veg' Venables and CPL 'Max' Walker and from 10 FSB CPL 'Deano' Dean and CFN 'Fang' Culbert.



CFN Fogarty keeping a close eye on the Komatsu

Originally one MRV was to be sent to Sani in the south of the island and the

other was to stay in Dili. But things change (as it always does here) and both vehicles were left in Dili with one at 1 CSST and the other at 10 FSB.

The first weeks were spent familiarising ourselves with the different driving style of the local East Timorese, getting to know the road systems of the island by following road convoys to the East and West of Dili and a few recovery tasks thrown in. Complaints started to come from the Truckies (Pointers) that the MRV's were too slow and were holding up their convoys and in any case they were not needed because they have not had any break downs yet! The Pointers were soon proven wrong, in only the second convoy support provided by the MRV we had to lift tow a loaded stores Unimog most of the way from Dili to Baucau. The issue of not keeping up was still a problem, I suspected the guys were still getting used to the feel of the vehicle on the tight mountainous roads. CPL Pete McKenna and myself



MRV Conversion Cse - Top Row L/R: CFN McCoy and CFN Fogarty
Standing L/R: WO2 Yates, CPL McKenna, CPL Venables, CPL Jones, CPL Dean, SGT Secull, CPL Minett and CPL Walker
Squatting L/R: CFN Lloyd and CFN Culbert



MRV getting ready to do its thing



MRV's all set to right the Komatsu

followed a resupply convoy to Manatuto to see if a little experience (or old heads) could keep up. We were proven right, even on the return journey when the convoy was running empty they still held us up.

It was on the 18th Jan 00 that the MRV had its first real test with both its off road capability and recovery capability put to the limits. 1 CSST received an EMEFIX from the Italians to recover one of their Unimog equivalent trucks that had drowned in a river bed 12km from Lacle. CPL Venables and CPL Walker were given the task. The pair was to meet up with the Italians at 0630 the next morning at the front gate of 1 CSST. With a high pitched squeal of brakes, the Italians arrived to guide our two adventurers to the causality. After a slight navigation mix up by Italians, the recovery crew arrived at the small village of Lacle, with still 12km of the worst piece of road

either had ever seen to go. At one point the road had the MRV sliding sideways to the edge of a small drop of five metres or so.

The recovery crew finally arrived at the RV, with mixed emotions from the Italians, as they could not believe that the Australians had turned up with a Recovery Truck instead of a Tracked Vehicle. After some discussion it was decided to give the MRV a go at getting their truck out. On arrival to the causality it took only a short period of time to connect the vehicle to the Stinger Arm and head back along the goat track towards Lacle. At one point the track where it was so steep (not even the locals would ride their horses down), it took the MRV 45 minutes to negotiate the 40m stretch, with the help of the locals and utilising the Central Tyre Inflation System and Working Gear Group to drive out, without pulling a winch rope out. Before our intrepid

recovery crew were allowed to leave the Italians they were treated to the best spaghetti and short black coffee they had ever had, before heading home without further incidents.

After completing a number a convoys out of Dili and it getting a little quiet on the recovery front (the wet season was not as bad as predicted), we decided to run MRV conversion training for all the recovery mech's in Dili. With liaison with units and reassuring them operational requirements would take precedent over the training, MRV training started at the beginning of February with nine Recovery Mechanics attending. The Planties from 17 Const Sqn did us a favour and rolled a Komatsu Dozer on its side at the same time we had planned to do some winching with the MRV. The MRV's hardly raised a sweat rolling the dozer back onto its feet. Once the tackle was set, it took the two MRV's just seven minutes to roll the dozer to the vertical and with it safely back on its tracks again SGT Seccull commented "Love that Tow Truck." Which was the general feeling of all who attended.

In the couple of months the "Main RAEME Vehicle" (MRV) has been deployed on Operation in East Timor it has proven it self as a more than capable assert to the Force. The vehicle has been well received by all the Recovery Mechanics who have used it and generally are quite impressed with its capabilities. We are all looking forward to using the MRV on the open roads of home, instead of the tight winding roads of ET.

From all the Towies serving in East Timor, have a rewarding year and we will see you back in Oz mid-year when this rotation finishes.

Arte et Marle



MRV looking good in ET

RAMS is dead – Long live Aeroskills Division

December 13, 1999 was an end but also a beginning. The unit formerly known as the RAEME Aircraft Maintenance School (RAMS) ceased to exist, being reincarnated as the Aeroskills Division (A-Div) of the Army Aviation Training Centre (AAvTC).

RAMS had a short but illustrious existence, being raised on the 28 Jul 1989 from what was then the Training Company of 5 Base Wksp Bn. Change – yes, but progress?

The story of A-Div is the story of change (just like almost everywhere else). Kiowa, Iroquois and Black Hawk technician and aircrew training continues to improve in order to provide the Aviation capability with the required expertise to meet operational and training commitments. Try saying that with one breath.

Major Geoffrey Coulter directed production for the past three years and has



now moved on to pre-retirement activity at Project Air 87 (in sunny downtown Canberra). Major Mark Wharton is now in the 'directors chair' and is managing to keep the production rolling (in the face of potential actor strikes for better working conditions). WO1 Paul Wilkins (A-Div 21C) has remained as

'Manager of Everything Else' continuing in his role of 'Best Supporting Warrant Officer in a Crisis Situation'. This year sees WO1 Shane Norenbergs in a new role as the S1 Aircraft Maintenance Wing leading a disparate (or desperate) cast of characters with responsibility for both Aircraft and Avionics training, while WO2 Andrew 'Blue' Rhodes heads up an all star cast (in their opinion) in Technical Mastery Wing with responsibility for promotion courses, Engineering Officer courses, and aircraft weapon system training.

Cast members returning for a second or third season:

- WO2 Graeme 'Charlie' Browning – WO Corps
- SSGT Kieran Gahan – WO Aircraft
- SSGT Paul 'Polly' Jacka – WO Avionics
- SGT Terry 'Jessie' James – SGT Sikorski aircraft instructor
- CPL Richard 'Griffo' Griffin – CPL Bell aircraft instructor
- CPL Clayton 'Kingy' King – CPL Sikorski avionics instructor
- CPL Brad Mossop – CPL Bell avionics instructor
- CPL Wayne Smith – CPL Sikorski aircraft instructor

Has been:

- WO1 Spence Broom to Project Office – Canberra,
- SGT Rick Mader and SGT Marty Fiegert to Subj 4 (WO) – USQ,
- WO2 Pete Hawken and SGT Andrew MacMillan to Army LM Sq,
- CPL David 'Rex' Hunt and SGT Steve 'Dodge' Rogers to 1 Avn Regt,
- SGT Jason 'Dunny' Dunn on TDY to 1 Avn Regt,
- MRS Lois Schultz and SGT Ian 'Grover' Groves to HQ AAvtC, and
- After an illustrious career of undetected crime in the store SGT Steve Turner to civvy street





New stars:

- SSGT David 'Swinger' Taylor and SSGT Brett Jasper from Subj 4 (WO) at USQ.
- SGT Jason Hawke from 1 Avn Regt.
- WO2 Chris 'Spike' Peile and SGT Kevin 'Heavy' Molloy from 5 Avn Regt.
- CPL Troy Edmonds and SGT Sean 'Spot' Nilon (TDY from 1 Avn Regt), and
- SGT Peter 'Stakka' Scott, CPL Lisle Goodman and CPL Barry Brown from ASGW.

With more people coming in than going out means that we are finally up to full establishment (although don't tell CM RAEME that and definitely don't tell Major Mackenzie).

Behind the scenes are our long suffering civvies. Mrs Lynn Riddle is not running the library but is "coordinating activities within the Training Centre Technical Publications Office" which is probably the same thing in the same place. While Steve Clark looks after the Computer Based Learning facilities, Ian (Son of Steve) Clark keeps us illustrated (and his own body). Mr Graeme "why not work fulltime" Williams rides shotgun over the server and Lotus Notes, and Mr David Gale, in the Assessment Cell has all the right answers (although some of the students might disagree at times).

Technical Mastery Wing

Promotion training has received a much-needed boost with the establishment of the Technical Mastery Wing in 1999 (see Larry that's what we do!). This allows the all-Military staff to concentrate their efforts on the business at hand instead of being distracted by having to teach aircraft maintenance courses as well.

The Engineering Officer courses continue with the development of the Black Hawk System Managers Course. Black Hawk being the default training conduit for Engineering Officer training. Here

Aeroskills endeavours to provide an overview of the aircraft systems. Students attending this course should note that it is designed at the 'systems' level and is not an Equipment Maintenance Course.

The reintroduction of a 'live' aircraft recovery during the Subj 4 WO course last year provided an effective 'real life' appreciation exercise for future squadron Artificers and ASMs. The successful recovery of a Training Aid Kiowa aircraft, as an underslung load by Black Hawk, provided valuable experience for the Sub 4 WO students, AMTDU personnel, and the Black Hawk aircrew. Many thanks to AMTDU and Aviation Centre staff who helped us out.

Sub 4 SGT courses keep on keeping on. It's great to see that most are able to complete pre-course even whilst deployed on operations. Incremental changes continue to be instituted providing the challenging and rewarding training our NCO's deserve.

The proposed introduction of Subj 4 (CPL) Cse is on the horizon (development continues), and we look forward

with trepidation to the additional workload that this might entail.

Aircraft weapon system training, recently allocated to the Wing and conducted on an as required basis in consultation with 1 Avn Regt. Development of this training is being carried out as a high priority (just like heaps of other things).

Aircraft Maintenance Wing

Unlike Technical Mastery Wing, Aircraft Maintenance Wing continues to enjoy the benefits of a mixed civilian/ military workforce. Mr Paul Fitz-Henry and Mr Tex 'blow the man down' Ford combine with Mr Larry 'equity' Martin to deliver all things blackhander (Aircraft types). Mr John 'The Shark' Dack and Mr Perry 'No taxi for me' Belford keep the cone-heads (Avionics) on track. Our sincere best wishes to Mr Frank Kurthi (who has moved on to greener pastures) and welcome in (sort of) to Mr John Britnell, who is also now playing for the new team since Helitech was awarded preferred tenderer status.





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Avionics Section:

1999 started with some very short deployments to Darwin and Townsville (see we do go out) to provide instruction on Night Vision Goggle maintenance. This was highly successful, and, as a bonus, provided an insight into what the 'real' units are doing (with the added benefit of earning more frequent flyer points for the company). In a busy year so far many new challenges have arisen. One example being the incorporation of Aircraft Flight Control System training into the Black Hawk Equipment Maintenance and Abridged courses. This is still in the trial stage ... more developments to follow. The Crash Data Recorder and Cockpit Voice Recorder modifications to the Black Hawk aircraft have also required changes to the instruction for all Black Hawk avionics courses.

Aircraft Section

Along with our counterparts in the Avionics Section we also managed to slip the bonds of Oakey and head to Darwin and Townsville early in the year; our task was to conduct familiarisation training for the Kiowa and Black Hawk aircraft. All was carried off rather well with only a few small hiccups like our hire car being

ready in Hobart instead of Darwin (a minor setback in an otherwise successful deployment).

Both Aircraft and Avionics Sections are looking forward, in drooling anticipation, to the arrival of the Black Hawk Maintenance Trainer (BHMT) this year - a fully kitted out Black Hawk aircraft (being built from used and abused spare parts) which the Pilots won't be able to fly away in the middle of our lessons. The BHMT will overcome the problems associated with trying to show students where components are located on the aircraft as it flies past at 1000 feet.

SAMT/CBL Update

The all-encompassing, multi-purpose SAMT (Simulated Aircraft Maintenance Trainer)/CBL (Computer Based Learning) Cell has continued on its merry way into the year 2000. With a staff of two, hidden away in our dark cave with only one opaque window linking them to the outside world, Steve Clark and Spike Peile beaver away at whatever they do. Providing Aeroskills Division with state-of-the-art technology (apparently) to help overcome the lack of real aircraft, SAMT/CBL never fail to find ongoing reasons to spend a lot of money on equipment and training. In

addition to this line service, the cell is also taking on the extra responsibilities of the new Black Hawk Maintenance Training Aid, which is virtually a complete Black Hawk aircraft currently being constructed by Helitech in Brisbane, and the constant process of upgrading and improving our training capabilities.

Training Year 98/99 was a busy one for all at RAMS and the change of name during Training Year 99/00 doesn't seem to have brought too much relief. For those that have a bent for statistics RAMS conducted 71 courses with 437 students in-house during TY 98/99, and administered a further 13 courses with 108 students. A total of 84 courses and 545 students. As a comparison RAMS conducted 46 courses with 319 students in Training Year 97/98.

The current Training Year, 99/00, should see Aeroskills Division conduct/administer 76 courses with a total of 450-460 students.

So while you may have never heard of us (particularly by our new name) - we are still here and still working hard (the same as our RAEME brethren everywhere).

Arle et Marie

Craftsman of the Year Antonio (Tony) Ferrato

23 Field Regt TST

by Capt Megan Whitlocke, Officer Commanding 23 Fd Regt TST

In August 1999 CFN Tony Ferrato was nominated for Craftsman of the Year. His recommendation reads: CFN Ferrato is a high achieving soldier at 23 Field Regt who continually displays responsibility, leadership and technical ability well above the level expected of a Craftsman. He has vast experience in his civilian occupation as a Motor Mechanic, which he has been able to adapt to the Army's requirements ensuring a high level of technical capability, in what is otherwise an undermanned TST.

As DPMC of the Other Ranks Mess he has taken on responsibilities in addition to his normal duties. He pursues the exten-

sion of high expectations to all areas that he works in at the Regiment. Craftsman Ferrato has also represented the Regiment during ANZAC Day activities as a member of a Catalalque Party at a local RSL.

Addendum:

In the short time I have been posted to 23 Fd Regt TST, the now promoted Corporal Ferrato has shown all these attributes and is becoming an excellent JNCO. I am proud to have this soldier in our Workshop and look forward to serving with him during my tenure with the Regiment.

Sergeant Chris Hodge



by *Wal Hausman*
WO1 EME G707 Trg HQ 2 Div

GRES RAEME Corps Conference 1999

This conference has been one of the best kept secrets of the Corps and only in the last few years have we been able to spread the word to Part-time units outside the 2nd Division. Originally this conference was convened by the CIDEME and it comprised the EME Wksp units under his command in Eastern Command. With the restructure of the 2nd Division, the conference attendance was extended to the EME elements within each the Brigades and subsequently, attendees are now being drawn from LSE, Trg Comd and Pers Div (APA).

The conference is held annually at ALTC, in late October where it normally coincides with the Corps Officers Dinner. Naturally the Warrant Officers and SNCO's actively support the Sgt's Mess on the Friday evening, re-establishing old friendships together with new attendees to the conference being welcomed in a manner that SNCO's of the 'Royal' Corps would be expected to act.

HQ 2 Div co-ordinate the conference, arrange the agenda, book the accommodation and organise the guest speakers. The attendee's units are responsible for the respective movements, pay and allowances.

Attendance at the conference is not restricted to Part-time

members because the full-time component staff also gains benefit from the varying presentations and content.

This year the accommodation was limited because sections of the old RAEME Trg Centre were converted to a transit camp for some of the East Timorese evacuees. The alternate accommodation, the Sports Pavilion at South Bandiana, did become a bit cramped but those who could not sleep due to the varying levels of snoring soon realised that the overnight outside temperature was bearable compared to the excessive daily noise dose inside.

The conference content comprised;

- Maj Gerry Donoghue SO2 EME HQ 2 Div as the conference convenor gave the opening address, discussed the 1998 minutes and developments resulting from those minutes.
- Maj Doug Gammon SO2 Corps gave an update on matters including the requirements for the 20 yr Recognition of Service award, Craftsman of the Year Awards, the Corps Port and inquiries into civil accreditation for the Artificer qualification.
- Maj Bob Waller SO2 SAG HQ 2 Div provided advice on a number of subjects including progress of the review into the CIT course for Part-time recruits. The raising of the Operational Search Battalion, for the Sydney Olympics, to be manned by soldiers from the 2nd Division and the progress of the review of all of the IET trades and in particular the EME trades.
- WO1 Wal Hausman EME HQ 2 Div informed the conference of the results on his inquiries into Subj 2 Cpl RAEME GRES and the withdrawal from service of INFOSAFE MSDS database. Confirmation of ALTC directives in regard to the repair of Minimi and Mag 58 weapons as well as the qualification requirements for ECN 146-2 posted to units issued with Hanel or M2A2 Field Artillery.
- In addition an overview of the development of an evaluation system titled Mission Essential Task List (METL) for application to all units and respective Corps within a Bde, was outlined.
- Maj Russ Mullins OC 8 BASB Wksp Coy provided a detailed summation on the progress of his proposal to establish a con-

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tract between the Dept of Defence-Army and an accredited apprenticeship-training provider in the Newcastle area. Up to 10 civilian apprentices, after selection, would enlist in the Wksp Coy and following completion of their CIT training would work at the unit under the supervision of the training Warrant Officers as well attend the appropriate ALTC courses. The apprentices would rotate through the Wksp as well as work for other employers as arranged by the apprenticeship provider.

- Maj Kerry Marshall Project Officer Defense Acquisitions Organisation explained the development processes, which has resulted in the production of the Medium Recovery Vehicle as well as the progress of Project Overlander relative to the Mack Recovery vehicle.
- Maj Robyn Johnson SO2 Trg EME explained the latest policies for trade training including recognition civil qualifications for Part-time RAEME recruits and the trade progression requirements. Considerable discussion ensued.
- Maj Gerry Stow SI Log Ops ALTC presented an overview of the review of the Subj 2 Cpl course and the progress of the review of the ECN 226 training requirements for Part-time soldiers. From this discussion WO1 Phil Blackley 8 BASB Wksp Coy volunteered to be the part-time member of the IET review working group which subsequently met in Dec 99.
- WO1 Muirden who was a welcome visitor, gave us a briefing on the latest changes to Army Aviation and in particular the Army Aircraft Logistic Maintenance Squadron. He also commented positively on the diversified subjects at the conference and the commonality of many of the situations encountered.
- Lt Col David Pakes SO1 Op Spt HQ 2 Div presented an up to date brief on the East Timor operation and its effect on the 2nd Division, its equipment and the soldiers.
- WO1 Gary Trinder APA-Sydney discussed a number of issues including the reorganisation of Career Advisors within Eastern Region. Possible changes to the Subj 1 Sgt course, regimental appointments of RSM and CSM within part-time units, medical classifications, net training and gross training liability, to name just a few of the topics in his presentation.

This ended the sessions for the Saturday, which was followed by an All Ranks bar-b-que where all of the speakers mixed with the attendees where frank discussions ensued as well as the usual reminiscences.

On Sunday morning we had the pleasure of visiting the Recovery Training section where WO1 Pete Sandilands gave us a briefing on the conversion training requirements for Recovery Mechanics before their units can be issued with the Medium Recovery Vehicle.

Following the briefing we were taken down to the hanger where two recently issued MRV's were displayed with their CES laid out and one of the vehicles set up in a lift/tow configuration with a Unimog. After a hands on introduction to the equipment the gentlemen of the recovery trade were allowed to get acquainted with their latest tool of trade. Unbeknown to Sandy, who was a CME recovery mechanic in his previous life at 103 Infantry Field Workshops, the current CSM, WO2 Michelle Russell arranged for an original photograph of the workshop members taken in the 60's, to be presented to him. We were able to pick his tall, always smiling face from the group.

The last session of the conference was general business where questions were asked in regard to specific trade training issues, Non Armd Corps A Veh drivers course requirement, Clk Prod and the distribution of the National Recovery Plan. Some questions were answered and HQ 2 Div staff will refer the other questions.

Maj Donoghue summarised the conference topics and in closing advised that the 2000 conference is scheduled for 21-22 October.

Minutes of the conference have now been distributed to all attendees but if there is a subject mentioned in this article that you want more information on, I suggest that you contact Maj Donoghue (02) 9349 0730 or Maj Waller (02) 9349 0341.

If you have not been previously aware of this Corps conference and you see that your attendance at the next conference would be beneficial in you being kept up to date with Corps matters, please contact Maj Donoghue so that you can be added to the mailing list.

by Paul Handel

The RAAC MEMORIAL and ARMY TANK MUSEUM

What can it offer to interest the Craftsmen of the Army?

One of the largest and most successful of the Army's Museums is the RAAC Memorial and Army Tank Museum (formerly the RAAC Tank Museum), located at Puckapunyal in Victoria. From humble beginnings, the Museum has grown into a showpiece of the heritage of the Australian Army, and in particular that of the Light Horse and the Royal Australian Armoured Corps

The Early Years

The immediate post-WW2 years saw a rapid decline in the strength of the armed forces, and this led to the disposal of much unwanted wartime equipment. Fortunately, in 1946 the AFV School at Puckapunyal was given authority to retain some significant equipments as historical items, and these were assembled and eventually placed on display around the roads within the School

area. The vehicles remained as roadside monuments for almost 25 years, receiving the odd coat of bronze green paint and silver frost to the tracks.

Early in 1970 it was decided that the vehicles would be concentrated in a single location, and around May 1970 the RAAC Tank Museum was born. An area, in the approximate location of the current parade ground, was fenced off and all vehicles located there.

The early years of the Museum were difficult ones, for without staff and official recognition, just keeping open for visitors was task in itself. In 1976, the Museum moved to an area behind the current Officers' Mess. This area had hard standing with several buildings that could be used as an indoor display and for storage of spares and items awaiting display. By this time, the Museum shop had come into operation, selling a range of model kits, souvenirs and books. The first of the Centurion fleet became available to the museum and one of each of the variants used by the Australian Army were given to the Museum.

The New Tank Museum

The rebuild of the Armoured Centre in 1985 led to the final move for the Museum, this time to the area around the old Light Aid Detachment (LAD) workshop and hangar. The old Sergeants' Mess building was moved to become the indoor display and the saw-tooth workshop became the Hall of Technology, incorporating Gunnery, D&S and Radio displays, along with a restoration bay, library, and storerooms.

With armoured fighting vehicles providing the biggest drawcard for visitors,



The front entrance of the Museum with the rose garden



The Australian Cruiser Tank Mark 1 "Sentinel"



The Centurion ARV Mark 1 which saw service in three armies

the Museum has acquired some interesting equipments in addition to those originally allocated in 1946. Among these are an example of the M3 Medium Lee Tank with US type turret; one of only thirteen Yeramba Self Propelled 25 pounder guns built on an M3A5 Medium Tank Chassis in Australia in 1950 by the Ordnance Factory at Bendigo (now ADI); and an Australian designed and built Scout Car 'Dingo' from the early-war period. The collection of ex-Eastern Bloc vehicles has blossomed, beginning with the loan of a T34/85 tank by the Australian War Memorial, (since returned to the AWM) and now includes Czechoslovakian OT 62 tracked and OT 64 wheeled armoured personnel carriers. A US M3 half tracked vehicle, modified by Israel to mount a 90mm gun was acquired (less the gun) and is the first half tracked vehicle held by the Museum. The gift of the T72 Main Battle Tank and BMP-1 Armoured Infantry Fighting Vehicle by the government of the Federal Republic of Germany arrived at the Museum in April, 1994.

The Gulf War yielded two vehicles – a Chicom Type 69-11 Command Tank and YW 701 Armoured Command Vehicle. Both of these are developments of a pair of vehicles already held in the Museum which were donated by the Government of South Vietnam in 1972 – a Type 59 Medium Tank and a YW 531 Armoured Personnel Carrier.

A significant restoration project commenced in 1988, when the Apprentice Training School of the State Rail Authority in Chullora NSW agreed to restore the Museum's Australian Cruiser Tank Mark 1 (Sentinel). The project took 5 years to complete, and the vehicle now is one of the prizes of the Museum's collection. The vehicle is powered by three Cadillac V8 Car engines in a

"Clover Leaf" configuration, the three engines driving into a common transfer case and from there to the main gearbox and final drive. It is representative of the Cruiser tanks built in Australia between the end of 1941 and the middle of 1943, quite an achievement considering the state of the country's automotive industry at that time.

The Museum is re-named

In early 1996 the Museum underwent a name change, to the RAAC Memorial and Army Tank Museum. This change showed that the Museum is also a Memorial to those of the Corps, and its predecessors, who lost their lives in the service of their country. It also emphasised that, although its prime concern is to preserve the AFVs used by the Australian Army, it is also a teaching venue and holds vehicles used by nations other than Australia.

By a great deal of self help over the last five years the Museum has overhead cover for nearly all its vehicles, and a full 'ring road' of pavers, making the Museum more 'user friendly'. But armoured vehicles are not the only items in the museum. The indoor display contains a history of the Light Horse: uniforms of famous Corps personalities, such as Major General Ronald

Hopkins, the father of the RAAC; dioramas depicting AFVs in action, small arms; and photos and mementos of the history of the Corps and its predecessors. Several significant Light Horse artefacts are held, including the uniform of General Sir Harry Chauvel, the Standard of the Desert Mounted Corps, and the artefacts of Colonel Walter Timbridge of the Queensland Mounted Infantry Detachment to the Boer War. The Light Horse is an important part of the heritage of the RAAC and its predecessors, and the items are held in high esteem

for both their historical value and their place in the heritage of the Corps.

Transfer to Army History Unit

Beginning in early 1999, all full and part-time staff of all Army Corps and Regional Museums were transferred from the respective establishments within Training Command to the Army History Unit (AHU) part of Army Headquarters. The Museum has two full-time and two part-time staff.

Relevance to RAEME

The Tank Museum holds a number of exhibits that hold direct connections with RAEME. A Grant Beach Armoured Recovery Vehicle (BARV), built in Australia around 1950, is the only one of its kind in the world. Wartime BARVs of the British Army, upon which the Australian one was modelled, were built on a Sherman M4A2 chassis, but the single Australian BARV used the available Grant M3A5 chassis. This vehicle spent most of its career at RAEME Training Centre in Recovery Wing, and in 1972 it was presented to the Tank Museum.

Two Centurion Armoured Recovery Vehicles are held at Puckapunyal – the first is a Centurion ARV Mark 1, possibly the only one of its kind remaining in the world. It was designed and built by REME Workshops at the time of the Korean War, as a temporary measure pending the manufacture of the purpose designed ARV. After service with the REME, the vehicle was sold to New Zealand, where the RNZEME used it in support of a small number of Centurions. In 1968, Australia had just committed tanks to South Vietnam, and purchased New Zealand's remaining Centurions to cannibalise for spares, and the ARV Mark 1 having just been rebuilt was not scrapped but pressed into service with the Armoured Centre

LAD, where it served for about six years. It is probably the only complete example of a Centurion ARV Mark I remaining in the world today. The vehicle is on permanent loan from the Army Museum Bandiana.

The Mark 2 ARV on display saw active service in South Vietnam. It is a similar vehicle to that displayed in the Army Museum Bandiana.

A Saracen Fitters vehicle, a RAEME conversion of the British wheeled APC, is also on permanent loan from the Army Museum Bandiana. Although missing part of its jib, it is probably the forerunner of the ubiquitous M113A1 Fitters Track, and the more recent ASLAV Fitters variant. The Museum would like more information about the RAEME aspects of this conversion – are there any “old and bold” who can help?

A large number of training aids, especially in the areas of gunnery and driving and servicing grace the Museum's Hall of Technology. Although none are as sophisticated as today's training and simulation units, they are nonetheless of importance in showing early attempts to give the average crewman a better understanding of his equipment, hopefully to treat it with a bit of respect so as



A Vietnam Veteran - the Centurion ARV Mark 2

not to require the attention of the normally overworked craftsmen of his unit.

Museum Details

The Museum is located within Hopkins Barracks, the home of Armour in Australia, less than ten minutes drive from the Hume Highway near Seymour. Follow the Puckapunyal signs into the camp, and thence the Tank Museum

signs. A well stocked shop sells all manner of souvenirs, model kits, books and military kit.

The Author of this article is the Museum Manager of the RAAC Memorial and Army Tank Museum, and is a RAEME officer, having been commissioned into the Corps in 1972. In 1994 he was appointed by the Director RAAC as the RAAC Historian and in 1996 was presented with an RAAC Certificate of Recognition, appointing him as an Honorary Blackhat.

A deadly close shave as ASLAV leads the way ahead for the 'A' Vehicle Fleet



The results of donations well spent Maj Deadly Ernst and Capt Adriana Mackie

by WO1 Smudga Smith and WO2 Craig Debnam

17 Mar 00. The goal to raise the \$1000.00 for Deadly's locks to disappear was easily surpassed with WO2 Craig Debnam and Sgt Don Blyth pulling out all stops to raise \$2344.81 in little over a week of soliciting support from contractors, military and civilian employees from all over Australia.

Seeing how much better the new "Deadly" looked, WO1 Boof Biddle (SCMA) convinced Capt Adriana Mackie (SCMA) to up the ante with a task to raise \$300.00 in under an hour. With a dwindling crowd and against the clock \$516.65 was raised and 43 minutes later WO2 Debnam and Sgt Blyth were happy to see Capt Mackie's locks fall to the ground.

After his ordeal Maj Ernst commented that after 34 yrs service and a tour of Vietnam and as an instructor at Army Apprentices School – Balcombe he had never felt more exposed! While Capt Mackie lamented the wasted effort of having her hair cut and coloured only the day before and hoping she wouldn't frighten the kids when she got home let alone what her husband was going to say.

In all their efforts raised \$2,861.46 for the Leukaemia Foundation.

The Leukaemia Foundation of Australia is set to benefit from the recent actions of a couple of Sharp Heads from Victoria Barracks – Melbourne. As well as supporting the 111 vehicles of the fleet, ASLAV Section LWSLMD from AEMA Melbourne recently supported the Leukaemia Foundations 'World's Greatest Shave For A Cure' fund raiser.

Maj Glenn 'Deadly' Ernst (AEMA) through down the challenge to have his head shaved for the Leukaemia Foundation's World's Greatest Shave for a Cure fund raising drive on



RAEME OP BELISI

THE SETTING

A lush tropical paradise on the island of Bougainville, overgrown with jungle vine and long grass, intertwined with coconut trees, plus the odd chemical waste dump, destroyed buildings and equipment. All boundaries patrolled by malaria mosquitoes, cane toads and crabs.

ANZAC Village Loloho is the home of the Logistic Support Team (LST), 171 OSS and the Combined Health Unit (CHE). Picture the super structure of a gold and copper ship loading facility with its supporting administration buildings that have endured 10 years of civil war – that is where we live and work.

Our perimeter is about one kilometre in length and consists of a continuous length of cat two barbed wire. Our humble abode is surrounded by ocean on one side and a lime storage area and rubbish dump on the other. The only shade offered is by the sun going down.

The accommodation consists of a combination of 11x11, 14x14 tents and tarps 'sheltered' by the roof of the ore-processing shed. Apart from being collocated with tonnes of chemicals left over from the mining operation the place is quite comfortable. We have 60 KVA's in support, Hybrid toilets under command and CPC in direct support and under command for admin.

Equipment of all varieties takes a hammering here on Bougainville. A combination of the tropical environment salt air and roads that have been subject to war like activities certainly keep the maintainers very busy. Tradesmen are required to use their improvisation skills from day one in an effort to give the Commander maximum equipment availability and to supplement the resupply system that continually fails in Sydney.

WHY ARE WE HERE?

We are here to monitor and report on the maintenance of the Lincoln Cease-fire Agreement. The PMG facilitate meetings and reconciliation's between all factions in an effort to resolve differences and put the Island back on the rails. The people here on Bougainville have suffered similar atrocities to those experienced by the East Timorese, this during over 10 years of civil war. Every structure that had an association to the mining operation has been destroyed. This includes the hospitals, schools and all other amenities. The people here openly carry large machetes called grass knives; they are poor and rely on what they can produce off the land to survive.

AS troops have been deployed here for

TEAM ROLLCALL

DQ/X4
ASM
VEH SGT
ELEC SGT
VM CPL
VM CPL
VM CPL
VM CPL
VM CPL
VM CPL
VM LCPL
VM CFN
GE CPL
GE CFN
ELEC CFN
RPS CPL
New OC
New VEH SGT
New VM CPL
New VM CPL
New GE CFN
New ELEC CFN

Gerry Stow (HQ PMG)
Mick Frawley (ACE)
Warren McLeod
Jon Connolly (J. C.)
Darryl Buttigieg (Butta-bing, Butta-bang)
Jeff Roots (Rootsio, the most beautiful man in Loloho)
Brett Williams (Willy)
Andrew Skipper (SKIP)
Nathan Skinner (SKINS)
James Gorman (Gormo)
Dean Alcock (Deano)
Matthew Kelso (Bob)
Russ (I don't do trophies) Teale
Craig Hills (Fluff)
Peter Morris (Morry)
Dan Jones (Leg-shaving, Thong-wearer)
Mick Baccon
Blue Beven
Fred Fanning
Thompson
Chris Hepworth (Hepi)
Craig Smith (Smithy)

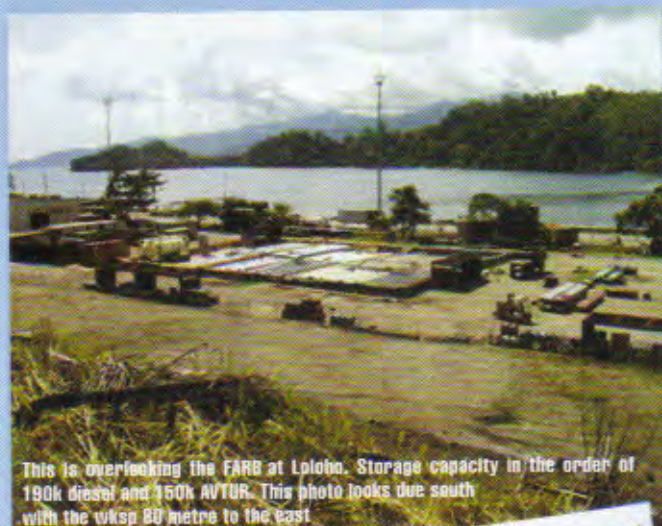
171 OSS

A TEAM

LT Meddings – LEO
SGT Smith
SGT Rogers – Dodge
CPL Faulkner
CPL Garwell
CPL Digwedd
CFN Crocker
CFN Chilcott
CFN Browning
CFN Fricke

B TEAM

CAPT Wheatley (I'm not the LEO – I'm the OC)
SGT Allmond
SGT Standing (5 AVN does it better)
CPL Skrabal
CPL White
CPL Chambers
CFN Goad
CFN Traynor
CFN Mills
CFN Oliver



This is overlooking the FARR at Loloho. Storage capacity in the order of 190k diesel and 150k AVTUR. This photo looks due south with the wksp 80 metre to the east



Cast your minds back to when the crisis began. All the media reported attacks on the mines power station - here is what is left



Various buildings came under different amounts of attention the crisis. The external walls of this processing building are in tact however, everything on the inside has been smashed

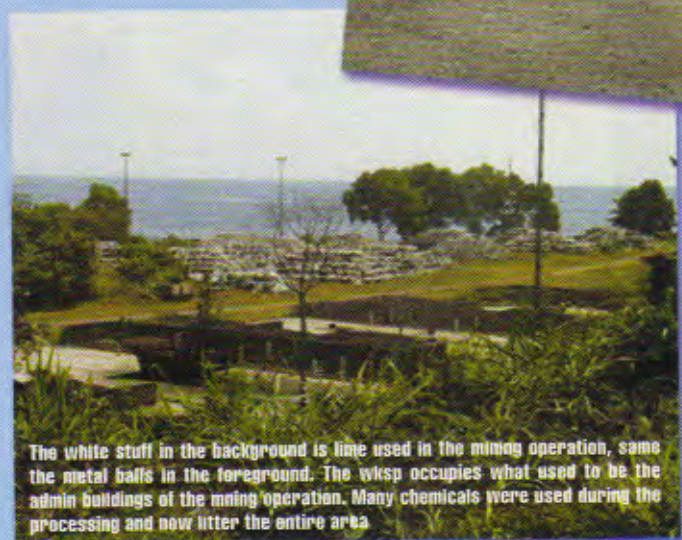


Above: Sac Sac is the local term for hut. This is the brew room at the 'front' of the wksp



Left: All sides during the crisis smashed just about everything

Below: Crab wall. Most 'modern' classes are represented



The white stuff in the background is lime used in the mining operation, same the metal balls in the foreground. The wksp occupies what used to be the admin buildings of the mining operation. Many chemicals were used during the processing and now litter the entire area



over two years now and have slowly seen the return of something that resembles normalcy. There are a few shops in town that sell the very basics that we take for granted and a few enterprising chaps are attempting to export copra. Things are certainly moving in the right direction if but slowly.

Law and order here is still a very big problem and at times has a negative effect on the whole process. With the promised peace talks between all parties now happening in the northern island town of Buka hopefully all factions can agree the future and develop plans that will see the Island prosper.

To give the rest of the Corps an insight into life here for the RAEME component of the PMG, I have thrown together some words about the personalities and the job at hand. For your reading pleasure.

THE "WORKERS" IN DETAIL (notice that the X4 is not mentioned).

ASM

Attempts to run the Workshop key player (mostly cards), highly capable at checking email. Points a finger when required. Reserves a size nine for emergency use only. Has found that the art of interpersonal contact and the use of telephones can easily be replaced by LOTUS NOTES especially when hiding from the X4. Renown for the cannibalisation of high priority equipment in support of low priority equipment, what do they get taught on the WO LOG Cse?

Vehicle SGT

Receives pointed finger and redirects to target worker. Has the weekly task of receiving our parts if we are lucky enough to have them come in. His other major task is to ensure Rootsy gets the top job on the list of priorities and spends his afternoon preparing for football training.

VM's

The Greasers, well they have been kept rather busy most days crawling around and under things that almost resemble vehicles, I suppose they are vehicles in their own special Bougainvillean way. A good variety of work comes through the front door of the workshop, from snapped axles, severe corrosion, co in on of POLS, leaking seals, of every type that you can imagine, and the odd bullet hole or two. Upon return to Australia all the greasers are going to buy shares in Windscreen O'Brien's because if they had a dollar for each windscreen changed they'd all be rich, even after the X4 took his cut. Providing the parts



The workshop lads

were kept up to these superior tradesmen the job always got done. The X4 wouldn't let us comment on the supply of RPS other than to say - there was a long time between drinks.

As most of us endure a four-month rotation, in an effort to ensure the workload is shared, tradesmen are rotated between the team sites and the LST Workshop at about the halfway mark. The time for the next rotation is just around the corner. So the veterans of the push armed with their toolbox and a lot of imagination on will head off to all points of the compass. The team site tour is quite demanding as your Duty Statement does not recognise trade boundaries. You cover every trade including greaser, plumber, welder, electricky, field engineer, and any other job that the Team Site CO or TSM may snaffle you for. Remember the saying 'soldier first tradesman second' believe it - foot patrols, vehicle patrols and helo inserted patrols are all included in the Team Site tradies package tour.

Electrical SGT

Here at ANZAC Village Loloho there is one of the best displays of illegal and boggy wiring known to man. The next issue of the *Craftsman* will list all Eleckies who have previously been posted here in an effort to protect the Australian public if they were ever to start a civilian practice!

JC, Billy to his mates, is a workaholic who loves playing with live wires especially when the power isn't supposed to be turned on! Always keen to give his CFN new work and is of the opinion that the 24 hours in a 'day' are there to be

used. When not playing with boggy wiring systems he is quite impressive on the netball court.

Eleckies

These guys follow JC around drooling for his next command. Long hours, seven days a week these guys are at it. Their motivation is the Electrical Inspection Team that the X4 has requested. They will take on all wiring jobs except vehicles, unless they feel like it. Oh and generators they love generators, and lucky because we have heaps of 'em here. Please don't tell anyone that we have 240-volt power in our accommodation tents!!!

Fitters

Russ (I don't do trophies) will fix everything that is left over from the greasers and eleckies, that is unless the rust gets it first. He has the added workload of trophy designer, flagpole, kids swing maker and pontoon engineer. In his spare time he also pretends to be a marine mechanic.

Recent Incidents

Sinking Feeling - The Workshop owns a 14ft boat aptly named *Bluebell* this 'machine of the future' is powered by a fully raced 40 hp Johnson outboard. Its speed and agility around Anewa Bay is feared by the Bougainvilians (in their dug out canoes). She was given her first lesson on beach insertions and under water diving recently. Operated by TPT CPL Nick Huber, what started out as a relaxing Sunday three-hour cruise, turned out to be a scene from *Titanic* and *Gilligans Island* combined.

The ASM WO2 (soon to be CPL if he cannibalises priority equipment again) Nick Frawley and CPL 'Butts' Buttigieg watched in disbelief as *Bluebell* was nosed into the sandy shores of Bonnydoon only to find that the 5ft waves behind her wanted to get into the boat as well.

After an hour of wrestling with the boat, the tide and everything that floated inside the boat, it was eventually pulled up onto the beach and bucketed out, aided by a tug of war set up between the boat and a local coconut tree. The outboard was removed in the water and man handled up onto the beach for 'servicing'. Apart from a lot of cosmetic damage *Bluebell* survived the experience to swim another day!

Shocking Experience – SGT 'JC' Connolly and CFN 'Morry' Morris recently rewired the entire work site at Loloho, (remember the Inspection Team is coming). What should have been a routine day's work could have quickly ended in disaster after an unnamed element (171 OSS) decided that they wanted their power back on and without asking the Eleckies, who had the wires coming and going everywhere (did I tell you that it was also raining) turned the power back on. I'll leave it to you as to what JC and the Eleckies thought and did about that.

The Eleckies have also learned a new reference or two to quote – EMEI's – 'MOHS 3905' come to mind. Is that Inspection Team here yet?

THE AVIATION LADS

This crew of motley 'tradesmen' have spent some 10 months here on the Island. Wow you say ... well it really isn't that amazing 'cos they do it in phases. The team consists of four tradies, three full tracks, two snakes, a roach and an engineering officer; they rotate between here and their unit back in AS. This small team spends an amazing amount of time and effort keeping our four Iroquois in the air. As the X4, I really

appreciated the work Kev Medding (LEO) and his A Team put in. They did the hard yards and managed to get three birds in the air for the duration of their tour only then to be replaced by CAPT Wheatley (I am not a LEO – I am the OC) who in less than a fortnight of being on the Island had the whole fleet grounded.

The guys have been tested in every facet of their trades touching everything from structural cracks to rotor balancing and engine replacements. Spending 14 or 15 hours a day on the stinking hot tarmac. All work and no play makes for a dull aviation tradie (not that they have a rapid pulse at the best of times) so rest and relaxation is high on their agenda. Once again improvisation skills have been tested, but for these tradies not technically – it really is the ingenuity employed to ensure that they have as many creature comforts as possible; at the end of the day Wheatley and his boys couldn't keep four helos in the air for very long but gee they were comfortable.

These helos have cranked up over 5400 flying hours in two years, not bad when you consider that they were brought into service when Doug Gammon was in his third year of his apprenticeship. Living on a tropical island peninsula severely punishes the aircraft so it has been a credit to the maintainers to keep the 'old birds' in the air achieving an ROE of eight hours a day.

In Conclusion (one 's' Dave)

Even though this operation is in its second year, some very valuable lessons are still being learnt. The ASM now knows who sets the cannibalisation policy for long. We have proven that the



This is overlooking the FARP at Loloho. Storage capacity in the order of 190k diesel and 150k AVTUR. This photo looks due south with the wharf 30m to the east.

techniques practised by the Corps in peace do actually work on operations. We have proven that the current supply system (especially for class 9) is incapable of supporting three operations concurrently and that even with the modern pieces of equipment in service today, tradesmen are still required to improvise, adapt and overcome.

A special thanks goes out to MAJ Stow (me) who was always willing to pass down his expertise (albeit through Ops) when he suspected the obvious may have been overlooked. But it never was – not! And to MAJ Baccon, who after only being on the Island for a week declared himself the King of the Loloho Caravan Park. What he doesn't realise is that if you haven't got a trade background in the Corps, then as an officer, you are really only just tolerated.

Bougainville appears to be the poor cousin to other deployments as far as equipment and resource allocations are concerned, do not be fooled, the work is challenging and you live in a harsh environment, the threat (if that is what you are chasing) is as real if not more real than other operations. So if you are given the opportunity, go for it. At the end of a tour one feels that he or she has contributed and is proud of that fact.

As far as how long the operation will continue who knows.



Locals playing outside HQ PMG after a 15 minute shower



Workshop entry in the PMG's improvised boat race

Workshops celebrate RAEME birthday

The Aviation Support Group Workshop celebrated the 57th Birthday of the Corps on the 1st of December with a parade and full program of events. Starting the celebrations, soldiers from ASGW and 1st Aviation Regt TASS formed up on parade, accompanied by the Australian Army Band (Brisbane). The parade, commanded by the CO ASGW, LTCOL Tom Reynolds, provided the valuable opportunity to bring the Corps Banner onto the parade for all members to see. BRIG Bob Millar (Retd), the Representative Colonel Commandant, was available to host the parade and receive the reviewing officer, the Commander of the Aviation Support Group BRIG Robert Walford AFC.

A number of award presentations were made during the parade which were:

- CFN (Now LCPL) Garth Sutherland (Craftsman of the Year, Northern Region);
- Mr Ian Hind (ASGW Hawker Pacific Award);
- SGT Ron Wilmott (ASGW Advanced Composites Award);
- CPL Darryl Burley (ASGW Coughran's Regimental Soldier of the Year);
- CPL H. Webster (ASGW Safety Award);
- LCPL Wayne Patterson (Peter McCarthy Memorial Award);
- Ms Jo Spicer (ASGW Stationers Award);
- CFN David Steward (LTCOL J. F. Digweed Award);
- CFN Jason Samuel (LTCOL M. Motum Award);
- CFN Anthony Schultz (ASGW Good Show Award).

Congratulations to all award winners.

BRIG Walford was also called upon to make some presentations in recognition of service. SGT Wayne Sheehy and SGT James Chambers received their DFSM's and WO2 Adrian Nelson and WO2 Keith Coggins were presented with their first clasp to the DFSM. Mr Darell Cooney was also presented with a Commanding Officers Letter of Noteworthy Performance.

Following the parade ASGW members and RAEME personnel from local units attended a potted sports afternoon that commenced with a BBQ. Activities included Tug-O-War, Egg Throwing, Hospital Relay, Blindfold Kicking and Team Bike race. All units participated in this activity eagerly, with 171 SQN TST providing the most entertainment to spectators with their concurrent "tummy slapping" antics. The round robin competition finished up with Avionics Platoon (ASGW) winning, followed closely by School Support Platoon (ASGW) and the 7 Sig Regt Workshop. The afternoon activities were concluded by the cutting of the RAEME birthday cake by the CO ASGW and CFN Troy Johnson.

Celebrations continued into the evening with an Officer's and SNCO's Dining In Night held at the Sergeant's Mess, Army Ayn Centre. Many current and ex military personnel were able to attend including BRIG Walford AFC, BRIG Millar (Retd), BRIG Grant (Retd) and LTCOL Digweed (Retd). This dinner provided the typical opportunity, as with any military function, for many truths and tales to be told by the olds



BRIG Millar (Retd) RAEME Representative Colonel Commandant presenting the CFN of the Year, Northern Region to CFN (Now LCPL) Sutherland



Potted Sports, blindfolded ball kicking

and holds. Overall, the days activities provided an opportunity to ensure the comradeship within the Corps continues and that we remain recognisable as RAEME members.

Arte et Marte



The RAEME Banner on Parade



The Birthday Cake

by LT D. Eason (RAAOC) and SGT D Watts(RAEME)

The South Queensland Logistic Group Weapon Storage and Repair Facility (Workshop Section)

The Weapons section at Bulimba saw a changing of the guard at the start of the year with the arrival of three new Supervisors in the platoon: LT David Eason, WO2 John Scales and SGT Don Watts. Once the old civilian hands of Jim Van-Heften and Steve March – readjusted once again – to their new Supervisors, the year progressed very effectively and our customers received their weapons repaired, to the usual high standard expected and within DER. Rebuild programs on the MAG 58 variants and the MG 3s continued to take centre stage with the completed rebuilding of one hundred and twenty MAG 58 GS models this year, and so as to keep our Armoured mates in Darwin happy we through in fifty MG3 CO-AX and Anti Aircraft Machine Guns. Also the Navy decided to get in early for Christmas and ordered the complete manufacture of three MAG 58 Naval Window Guns. We also manufactured from scratch twenty-five Flexible ASLAV Guns. During rebuilds and Firearms manufacture the section continued to support our unit dependencies. Battle Wing Canungra refuse to let go of the past and continue to keep the old Armourers happy with their EMEFIXs for SLRs, ARs and M60s. They even tried to confuse us by requesting the repairs to a VZ58 Czechoslovakian 7.62mm Assault Rifle. We believe that these weapons are used for Battle Inoculation and to allow soldiers to hear the different sound of the various types of weapons. For those soldiers familiar with the facility at Bulimba, the old Test Firing Range was completely refurbished. A new modern Air-Conditioning unit was fitted and the old inefficient Extraction Ventilation system replaced together with the sand and timber



L-R: SGT Watts, Steve March, Jim van Heften, Chris Dow, Shaun Clay

Bunker. And to top all that off we put out a bit on a Rat that was setting of all our security alarms at night and really annoying the Duty member who had to get up in the middle of the night to see what all the fuss was about. The Rat made the mistake of setting up shop inside the range during an MG3 test fire! For all those 'Sensitive New Age Soldiers' don't worry, (it was very quick).

The Section saw the discharge of a very competent Armourer in Shaun Clay. Shaun's qualities as both a Tradesman and a character will be missed by all who served with him.

Shaun has been replaced by CFN Mick Austin who is fast proving to be an asset to the Section. As the century draws to a close Weapons Section Bulimba can take comfort in the fact that considering the road ahead, we saw it out with a productive year, and we believe a job well done.

Now on to the technical side of the workshop section at the SQLG WSRF. The section has a national responsibility

for the base base level repair of MG3 and MAG58. The MG3 is a short recoil machine gun of German origin that is fitted to the fleet of Leopard Tanks it has a very high rate of fire (1100 rpm) and comes in two variants (co-ax and anti aircraft) the MG3 is a simple reliable weapon and accounts for most of the work in the WSRF. The MAG58 is a gas operated machine gun built by FN in Belgium at present there are four variants in Australian service, the GS standard gun, Window Gun (for navy), ASLAV co-ax and ASLAV flex. Some of the Window and ASLAV flex guns now in service have been manufactured from spare parts at SQLG to increase the national fleet of these weapons. This year the section has physically built 27 guns from spares, and repaired many others from 9mm Pistols to 84mm Carl Gustavs. In recognition for his excellent work at SQLG Mr Jim Van Heften has been awarded an Australia Day Medal.



Partial MAG58 Flex



MAG 58 Window Gun



MG3

by CPT. Keith Brown

Follow The Spanner (Welcome to 1 CER WKSPS Darwin)

As part of the Army Presence In the North (APIN) scheme, the year 2000 saw the relocation of 1 CER WKSPS from its pre-historic lines at Holsworthy Barracks, Sydney to a state-of-the-art facility in Robertson Barracks, Darwin. This meant that for the first time since the late 1980s all 1 Bde units were established within the same geographic area.



1 CER WKSPS Main Hangar



Greaser floor area



Where's Gav hiding?

The New Workshop

WKSPS began the process of moving into its new facility in late 1999, with the majority of the occupation having been only completed in the last couple of months.

The new WKSPS is slowly becoming an efficient work environment, although the occupation has not been without its glitches, the service station remains grounded, GE is waiting for machinery to be hard wired and the WKSP remains a computer free zone. However in comparison to the old lines in Sydney it is certainly a vast improvement.

The WKSPS Role

1 CER WKSPS is set up to provide intimate support to both 1 CER Mech Fd Sqn's which operate as part of the 1 Bde Battle Group's. This support comes in the form of an APC(F) and a TLC allocated to each Fd Sqn. Each APC (F) is manned by greasers whilst the TLC's are manned by a roach and an armourer.

The Spt Sqn (Plant Tp + Const Res Tp) is supported by a GMV containing a couple of C Veh qualified greasers.

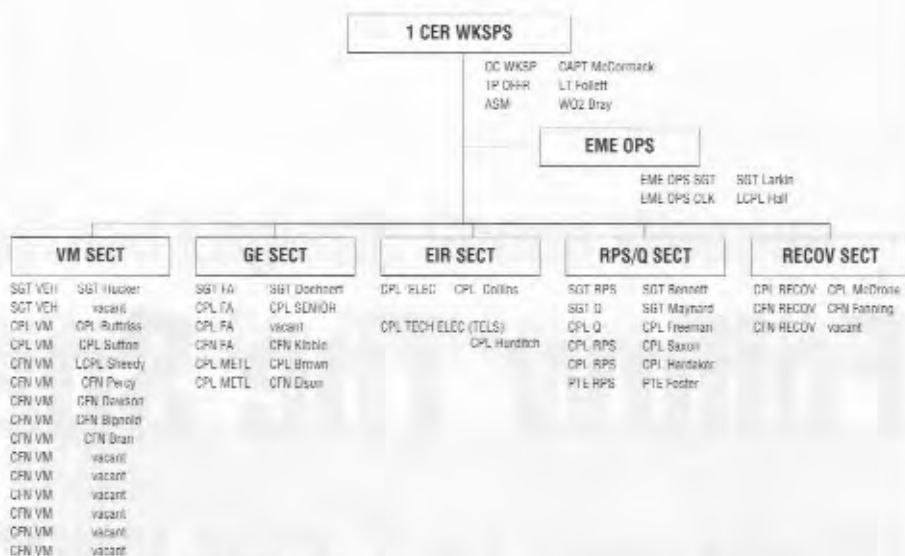
As you can probably gather the range of equipment held by 1 CER (A, B and C Veh's plus misc Engr specific equipment such as CPC, BBE, bridging) means that Craftsmen posted to 1 CER WKSPS

require a wide range of skills. It is an excellent posting to pick up both C and A Vehicles Maint Techniques courses, as well as other qualifications such as Cummins, Komatsu and M113 Driver/Crew Commander.

Current Organisation

As you can see on the org chart (above) there are a number of vacancies within the WKSP at present so if you are keen to further yourself within your trade, pump out the PR66-1 and let SCMA know that you are after a 1 CER WKSPS experience.

Of course it is not all happy times at 1 CER WKSPS – dealing with Engineers is enough to drive most CFN to despair, especially as most Sappers are about as useful as a positive AIDS test. And that is why we have the Bung ...



1 CER WKSPS manning at present is as above



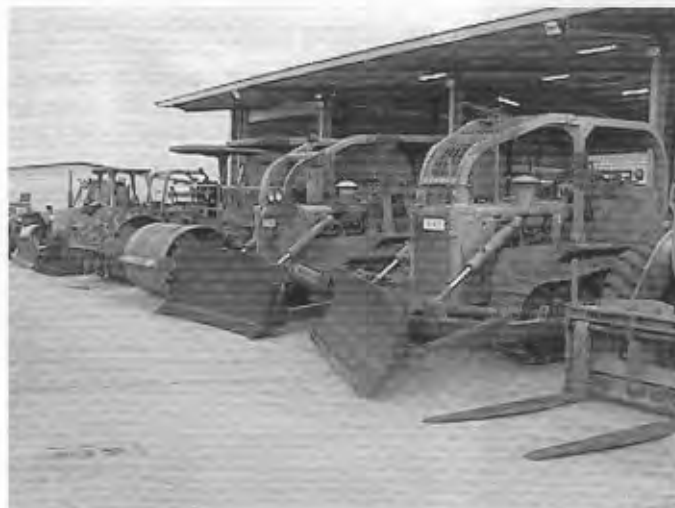
Service Station



Desert Fox



The Usual Suspects



1 CER PSE



FSB/BRE



Tweedledum



Tweedledee

Bung Country Club

Despite rumours to the contrary, the Bung has survived the move to Darwin. Although slightly smaller than its predecessor, the Bung continues to function as an escape from the rest of the Engineers within 1 CER.



So what's been happening this year?

The year started out months earlier than usual with an advance party of retards sent to Darwin led by SGT Sieve (Desert Fox) Dochnert ably assisted by his two untrustworthy cohorts Sgt Col (Coogan) Hucker and Sgt Col (Numb Nuts) Pullan. They intended to start the ball rolling in mid September and have it all working in time for the main body arrival in January 2000 but caused nothing but terror and disorganisation. The Timor Cry was heard and two members



Shadd Elson's playground

of workshop had answered it and before they knew it Cpl Jodie (Rat Boy) Sutton and his black boy Cfn Matt (mud gut) Elliston jumped into their fitters track and followed 2 Troop to Timor.

Meanwhile back in the 1 Cer Wksp Det Sydney South, the massive clean up was taking shape with everything that wasn't nailed down was thrown into any connex in sight with hopes it would eventually reach us in Darwin some time in the New Year. If any one has seen a connex with a battery charger please contact Cpl Sean (Collo) Collins as he is still wandering Robertson Barracks looking for it.

March outs for the Wkps are WO1 (what's my name again) Robinson, Lt (braveheart) Goodheart, Cpl (willy) Willett, Lcpl (Lou dog) Lewis, Cfn's (spare parts) Eldridge, (Asm jnr) Oxley, Cpl (death by boomba) Pillay, Pte's (speedy) Rules and Rads.

March in's for the new year are WO2 (been here before) Bray, Lt (not here yet, I'm on csc) Follet, Sgt's (eme ops brew boy) Larkin and (did you sign for

that WD40) Bennett, Cpl's (want my green interfei armband) Hardaker and (I had more computers in Pucka) Freeman, Cfn's (brutus) Fanning and (duck) Kibble.

The new Workshop looks great (after we rebuild the way it should have been). So far we have just been unpacking and doing induct training. Cpl Buttriss (Bouganville butt boy) now on his way to Timor with his faithful side kick Cfn Percy (Capt Nemo), have being running around with the 1 Fd Rangers. Those of us who never leave the country (because we are Med Cl 1 and not Chocko's) are preparing to go to High Range in May, for the Brigade exercise.

Lcpl Sheedy (the great beer sodden walrus) and Cfn Bignold (will that part fit on my car) are doing their Subject 4 mechanical, when they come back they want to be just like their dad (Sgt Hucker).

All fines resulting from this article can be paid to the Bung ASAP.

Arle et Marie

ASGW team enters Queensland Variety Club Bash

Definition of a 'BASH': Major charity fundraising event for the Queensland Variety Club in which entrants all driving pre-1966 vehicles, pay a substantial entry fee then cheat and bribe their way across Australia to a predetermined destination.

1999 was a milestone in the history of the Queensland Variety Club as it was the 10th Anniversary of the Bash. This year's Bash named the "Mount Isa to Mystery" started in Mount Isa on the 02 Oct 99 and finished in Caloundra on the 10 Oct 99. To mark this event a Team of three personnel from the Aviation Support Group Workshop entered as the Army's Team in the 1999 Queensland Variety Club Bash. The Team, headed by CPL Greg McKie, also consisted of Mr Shane Rose and CPL Steve Trudgett.

For such an event as the Bash, a special vehicle had to be designed and constructed. Construction on the vehicle started in earnest in October of 1998. After many a long night and weekend of work, the completed vehicle rolled out into the sunlight just two days prior to the Bash. The vehicle, a 1958 FC Holden, previously used in the 1991 and 1992 New South Wales Variety Club Bashies as a sedan, was transformed into the first ever 1958 FC Holden Six Wheel Dual Cab Utility and fittingly named "Bad to the Bone". The vehicle had to comply with QLD Transport regulations. So all modifications, and there were a lot of them, were approved by Loadsafe Australia and the vehicle registered. To add to appearance of the vehicle and to highlight the Aviation Support Group Workshop, a Bell 206 Kiowa helicopter. Supplied by Helitech was also fitted on the back.

Along with the vehicle preparation an entry fee of \$6,000 and the food money of a further \$2,000 also had to be raised prior to the start. This was done with the generous assistance of a support group of Queensland and national companies.

Running a little behind schedule the

crew set off from Oakey for the start at Mount Isa, on the 30 Sep 1999. This 1680km trip was achieved with a straight through drive, the only trouble being a loose Vertical Stabiliser (supplied by VMS Industries) on the Helicopter. This problem was only minor considering we were weighing in at about 3.5 tonne and carting a helicopter at 100km/h backwards.

The Bash started in the main street of Mount Isa at dawn on 02 October 1999. The early morning silence of the town was brought to life with the sights and sounds of over a hundred pre-1966 vehicles with lights, sirens and any other form of noise making equipment going off. The noise didn't stop as the Bash headed for the first overnight stop, Boulia. Features of the day included dust glorious dust, a lovely lunch stop 'NOT' that consisted of, would you believe it 'Ratpacks' and the need for the fitment of our water cannon (Supplied by Blackwoods). This need was brought to light after a well aimed blast of water from a passing entry named the "T Birds" collected an unsuspecting cockroach Steve fair in the kissa.

A push straight through to Boulia and a quick visit to the general store soon remedied the water cannon situation. Boulia was also the scene of the first night party and with Uncle Toms Jug Band a grand time was had by all including the local jillaroos. Day 2 - 380km

Day 2: With a few sore heads to be found, the Bash started - its second day. This day headed for everybody's favourite town Birdsville. The road became worse as we headed for the lunch stop at Bedourie, however the steering and suspension setup on the FC proved to be ideal for the terrain. After lunch a drive by camera shoot was

organised with WIN TV, along with this unfortunately went a wrong turn which wasn't discovered until 1/2 hour down the track. With a quick turn around it was off to Birdsville again, reaching our destination just on dark. As this was the 10th Anniversary Queensland Bash, Birdsville was the scene of the Bash Birthday Party, which went well into the early hours. Day 2 - 450km.

Day 3: Birdsville to Windorah. Prior to this however you can't go to without visiting 'Big Red', the first of the big sand dunes leading into the Simpson Desert. We had an extra crewman for the trip with a WIN TV cameraman along for the ride and a bit more media coverage. About an hour was spent here with an abundance of the cars endeavouring to make it up 'Big Red'. The rest of the morning returning back the way we came to Birdsville then on to the lunch stop at Betoota, along the way the roads were a bit water logged with a valuable lesson being learnt 'don't plough through large muddy water holes with the driver's window down. After a few horse races and a lunch stop it was off to Windorah. A bit of payback was had along the way with the 'T Birds' (the crew that drenched us two days ago) broken on the side of the road. With a quick look it was discovered that the 'T Birds' 3.90 V8 Ford Galaxie had thrown the water pump, with 100km to go nothing could be done but prep for towing and tow it. To the amazement of onlookers we hooked the Ford Galaxie up behind the FC. With the roar of the mighty Holden 186 (rebuilt by Hurst & Brenner Engine Reconditioners of Toowoomba) and a bit of smoking clutch the FC hauled the combined weight of approx five tonne into



What a lovely view. Out in the middle of nowhere. The backdrop is "Big Red" the first great sand dune of the Simpson Desert



The ASGW Team in 'Bad to the Bone' help out the XXXX Team with a little breakdown - RAENE to the rescue

Windorah (eat humble pie 'T Birds'). After a short break for dinner it was into the job of replacing the water pump for the 'T Birds', as their mechanical knowledge was limited. In such a boil on the butt of the world as it was amazing to actually get a water pump in Windorah. The job was finally finished at about 4 am. Day 3 - 400km.

Day 4: It was La Mans start time at Windorah. Our team had a little bit of a late start due to extreme tiredness and a bit of fixing on another entrant's vehicle. With pedal to the metal however it was off at catch-up speed to Stonebenge for lunch. Although it was only a tiny place, the whole town and surrounding district were there to greet us, with all the kids fascinated by the big car with the helicopter as we had become known by the kids. With lunch out of the way it was off to Longreach and a few more dusty roads along the way. Longreach and the police had the road blocked; it was to cost us fifty dollars to enter the town. A big shindig was planned at Longreach, believe it or not; it was Beach Party Time. The Beach Party was set up at the local swimming pool with a massive effort put in by the local community. Three bands performed during the night along with comedian Steady Eddie. Day 4 - 370 km.

Day 5: The Fifth Day was an organised late start so that all the entrants could do some running repairs and see the Stockman's Hall of Fame. The Bash set off from Longreach at the stroke of noon with the same amount of noise as was generated at the start at Mount Isa. From here we headed on to the small town of Isisford. Isisford unbeknown to a lot of people is known for Clancy of the overflow and the Barcoo River, therefore we had to have a stop at Clancy's of the Overflow, and a fine establishment it was too. When everyone finally filtered out of Clancy's it was on to Blackall. Along the way however, due to the short distance to Blackall, the designated pit stops were abundant. Thanks to Campbell's Cash

and Carry supplying refreshments, we were also able to organise a bit of a charity refreshment pit stop. Blackall was still reached in daylight. Day 5 - 350km.

Day 6: At a bright and early 8am the Bash headed off from Blackall for the longest leg of the trip. Before leaving Blackall however, we visited the Blackall primary school to hand out more stickers and brochures to the kids. From Blackall it was firstly a run straight down the highway to Tambo. There were more smiles on the kids' faces as we visited Tambo primary school. All the Bash vehicles filed into the school for a quick lap around the oval - and headed off again. A nice little 100KM dirt section now greeted us on our way to Augathella, unfortunately along the way we crossed paths with a couple of the local woolly livestock. Trying to stop a 3½ tonne FC Holden on a dime doesn't work, FC two, woolies nil. Augathella, and the locals put on a nice big feast for lunch, they also voted our vehicle best of the lot. More stickers and brochures were also handed out to the kids. From Augathella there was a particularly bad section planned for us after lunch. The road wound its way through hills from Augathella to Morven that I never knew existed. The Big Beast handled it no problems, with only a couple of bottom out's and few side glides to speak of. Unfortunately the same couldn't be said for a couple of the Broncos Football players as they were able to roll their car on one of the hends. Just out of Morven the nurses from Mackay decided to try and organise a pit stop blocking the road at a cattle grid so as no one could pass. By the time we arrived the vehicles were lined up thirty deep and it was too hot to sit out here, especially with Morven just down the road. A quick look around the area and we found a gate off the road about 100 metres however a bloody great culvert drain stood between the gate and us. What the hell "charge", after seeing that with a bit of bank gouging our vehicle could make it

through everyone else followed, leaving the nurses by their lonesome. After a bit of a rest up at Morven it was on down the highway to Roma. We reached Roma at about 9pm had a big feed and set up camp. Day 6 - 570km.

Day 7: Roma to Biloela. The start at Roma, a bit of vehicle pushing and shoving preceded the start, as everyone was keen to get going. The boys in Car 99 decided to try and have a bit of vehicle biff with us, FC one Ford Galaxie nil. Leaving Roma we headed along some decent dirt towards the lunch stop at Taroona. Along the way it was fitting that the boys in Car 99 were broken down at the morning smoko stop, they had burnt out their starter motor. Nothing could be done for them so we prepped their vehicle for towing. One of the mobile workshops towed them into Taroona. Once again we were a welcome sight to the children of Taroona. At Taroona we also hunted around and actually found another starter motor for Car 99. With a quick rebuild and fitment they were on their way again. The road from Taroona to Biloela proved to be a hazardous one, claiming another vehicle to the roll over god, luckily again there were no injuries. Bushfires also became a bit of a problem on this stretch. We reached Biloela at about 7pm and headed straight to the food and festivities. Day 7 - 400km

Day 8: Biloela to Rainbow Beach. The morning started with a visit to Biloela primary school, then it was straight into dirt. The road that they chose for this morning's adventures didn't even appear on any map, it was that good. One would say it was a goat track, with some of the areas a bit of a tight squeeze for the big six wheeler, especially with the helicopter in the back. After some slow going we made it into Gayndah for the lunch stop. No school visits today (Saturday so we found out), however the children still lined the streets to grab any stickers and brochures that they could. From Gayndah it was down the highway for about 40km then a hard left



Jundah Primary School: The ASGW team conducted a lot of stops at primary schools handing out recruiting brochures and stickers. Pictured here are also members of the 'T-Birds' another entrant doing a little dance for the kids



No one can drive this far without a visit to the famous Birdsville Hotel

turn back onto the dirt on our way to Gympie. The track to Gympie proved to be very challenging at times, it would have actually been better suited to motorbikes. At Gympie everyone made a stop at a local establishment owned by one of the bashes, from there it was on to Rainbow Beach. The Rainbow Beach section of the Variety Club had gone all out to prepare a massive celebration, with another couple of bands and Steady Eddie once again performing. The evening's entertainment went well into the night. Day 8 - 500km.

Day 9: Rainbow Beach to Caloundra, the final day's play. Wading our way, through all the children and a couple of Brisbane fire trucks at the start we headed off through the national park on our way to Pamona. Pamona never knew what hit it, as it was the last day everyone was dressed to the nines and ready to play. At the historic Pamona Hotel the smoke bombs and water cannons were aplenty. Even Steady Eddie tried to get in on the act, now that was a classic to

see. From Pamona it was convoy time down to Maroochydore for lunch. After lunch it was the final run down to the finish at Caloundra. With a bit of organising a full 150 Bash vehicle convoy was put together with a large police escort. As people lined the streets for miles the convoy made its way down the rest of the sunshine coast to the finish line at Caloundra. The 1999 Variety Club Bash ended with the presentation night, and our entry taking home the "Best Presented Vehicle" trophy.

On behalf of the crew of the ASGW Variety Club Bash Team, I would like to take this opportunity to thank the following companies for their support.

Monetary Sponsorship

- Defence Force Recruiting
- Hunters Aerospace Corporation
- McMasters Pty Ltd
- Eastland Air
- Mayer Meats
- VMS International
- Ipex Pty Ltd
- Mobil Aviation

- D'Arcys Solicitors
- JJ Richards & Son
- Highland Motor Inn

Material Sponsors

- T & T Autos, Toowoomba
- Toowoomba Gearbox & Clutch
- Oakley Tyre Service
- Hurst & Brenner Engine Reconditioning
- Loadsafe Australia
- Natrad Cooling Systems
- QBE Smartcover Insurance
- Autobarn
- Moonlight Leathercraft
- J Blackwoods Pty Ltd
- Michaels Electronics
- Windscreens Obrien
- Streetart Wheels
- Helitech
- Sedl Industrial Supplies
- Solace Window Tinting
- Clark Rubber
- Campbells Cash & Carry
- Tool Shop Engineering
- Commercial Hotel Oakley
- Garden City Motor Trimming
- Highland House

Major Geoff Coulter recently had the pleasure of awarding one of his unit members with the Soldiers Medallion. The medallion was awarded after the following nomination was provided:

NOMINATION FOR SOLDIERS MEDALLION FOR EXEMPLARY SERVICE

238401 CORPORAL RJ GRIFFIN

CPL Griffin enlisted in the Australian Regular Army on 15 Mar 89. He has been posted to RAEME Training Centre, the Aviation Support Group Workshop and Aeroskills Division during his Army career. He continues to serve at the Army Aviation Training Centre - Aeroskills Division.

CERTIFICATE OF CITATION

CPL GRIFFIN, ROYAL AUSTRALIAN ELECTRICAL AND MECHANICAL ENGINEERS, IS AWARDED THE SOLDIERS MEDALLION FOR EXEMPLARY SERVICE TO AEROSKILLS DIVISION - ARMY AVIATION TRAINING CENTRE. CPL GRIFFIN HAS TOILED INCESSANTLY TOWARDS ACHIEVING THE GOALS AND OBJECTIVES OF AEROSKILLS DIVISION. IN ADDITION TO PROFESSIONALLY MANAGING AND DELIVERING INSTRUCTION ON A WIDE DIVERSITY OF AIRCRAFT COURSES, HE HAS KEENLY PURSUED THE SATISFACTION OF TASKING OUTSIDE HIS NORMAL JOB PARAMETERS. WORKING WELL ABOVE THE STANDARDS EXPECTED OF A JNCO, HIS TIRELESS RESOLVE TO SATISFY THE EXPECTATIONS OF SUPERVISORS AND STUDENTS HAS LED TO THE DELIVERY OF THIS AWARD.



Major Coulter is the Officer Commanding the Aeroskills Division of the Army Aviation Training Centre (AAATC). The Aeroskills Division of the AAATC was formed 1 Jul 99 and is responsible for delivery of helicopter maintenance and technical mastery training. The division is manned by 27 civilian and military members and was previously titled RAEME Aircraft Maintenance School (RAMS).

by Major Joe Murphy

3 BDE RAEME heads East Timor Equipment Refurbishment Program

3 Brigade in Townsville has embarked on an Equipment Refurbishment Program never attempted before. As a result of service in East Timor by HQ 3 Bde, B Sqn & Cav Regt, 2 RAR, 3 CER, and elements of 4 Fd Regt, 3 BASB, 103 Sig Sqn and 162 Recce Sqn, a significant amount of repair to vehicles and equipment has resulted. South Queensland Logistic Group (SQLG) has been tasked by Support Command Australia (Army) with the complete project, which must be completed by 1 Jul 00 to ensure that the 3rd Brigade can resume its role as the ready Brigade.

Within the Brigade all EME assets have been placed under command of the OC Fd Wksp 3 BASB, MAJ Joe Murphy until 1 Jul 00. MAJ Murphy has been appointed the Project Manager Townsville, which gives him access to all facilities within the area such as 10 FSB and contractor repair. He is able to co-ord both the Bde and SQLG requirements and priorities with direct consultation with Comd 3 Bde and Comd SQLG. The SQLG support and sponsorship has made it possible to provide faster and more efficient services.

The project commenced with the MAS teams from both Sydney and Brisbane deployed to Townsville for up to four weeks to conduct Technical Inspections in Jan and Feb. All vehicles and equipment that had been deployed to East Timor were inspected to serviceable. Then in consultation with HQ 3 Bde and SQLG, a unit and equipment priority list was established. SQLG indicated that the project would be controlled by the MIMS Maintenance Module (MMM), which will be beneficial as SDSS is being rolled out into 3 Bde this year. This necessitated training five personnel for two days on the MMM by SQLG at 10 FSB.

3 BASB Fd Wksp have set up a produc-

tion and planning cell formed from members of the Fd Wksp, Fd Sup Coy and HQ Coy 3 Bde. They are responsible for raising work orders ordering parts and planning all jobs. The parts ordering is being done directly through 10 FSB, which has set aside a separate parts line for the project. Members from SQLG, 10 FSB, 4 Fd Regt and 2 RAR have formed that line and are busy picking parts. Once the parts are picked the production and planning cell then deliver the parts to the units, who then have the responsibility for repairing the vehicles and equipment. The table below indicates the backlog hours by trade after the initial inspections (See table below).

While these were the initial find, we have found at least 10% more with even more work to follow. So you can expect the damage to be in the vicinity of 35000 hours and still growing.

At the time of writing, (4 Apr 00) the program had commenced four weeks ago and was in full swing. All of 3 CER's plant was in at-grade in Townsville and most Mack trucks are being repaired by a contractor. Of the remaining 382 vehicles to be repaired, 270 will be done in Townsville and 108 will be back-loaded to SQLG in Brisbane. Of those 108, 95 will be rotated through the repair pool. The size of the task has not been fully realised but the efforts of all Bde personnel and others is greatly appreciated. I acknowledged the unprecedented sup-

port from the fleet managers at SQLG.

As many units are still on leave from their service in East Timor it has been necessary to employ civilians in the Brigade area to help with the refurbishment program. To date we have employed 12 vehicle mechanics, eight tradesmen assistants and three storemen. They have been very beneficial and have fitted into our work environment very well. Having the military tradesmen work identical hours to the civvies is great for morale. In addition we are ensuring that every vehicle receives a paint job whilst on the program. This means we are making full use of the 10 FSB paint shop as well as having to task civilian contractors.

By the time you all get to read this we will be three-four of the way through the project. I have been immensely impressed with the enthusiasm and dedication of all unit personnel in completing this mammoth task. You have all truly lived up to the reputation of a 'can do team' and I thank you very much. You can all be proud of what we have achieved. I believe that we haven't seen the state of the vehicles and equipment, at such a high level within 3 Bde, for many years. Hold your heads up and don't rest too much. Like all things in 3 Bde, the next high priority task is around the corner and this refurbishment program will sneak into the hallways of insignificance. Thanks for a great job.

	TELS	TESG	WPNS	GE	VEH	TOTAL
HQ 3 Bde	47	33.5	45.5		1216	1342
B Sqn 3/4 Cav Regt	111.5	70	108.1	38.5	2618.7	2946.8
2 RAR					5379.5	5379.5
3 CER	63.5	67.5	71.45	198.8	8263.75	8665
4 Fd Regt				292.75	292.75	
3 BASB			49.75		6124.8	6192.45
162 Recce Sqn	41	4.5	29	7.25	360.25	442
103 Sig Sqn	92	24	42	8.75	2333	2499.75
					TOTAL	27760.25

3 BASB FD WKSP - FRG 1 1800 SUMMARY

By CFN Jeremy Armstrong

PERS IN

LT TASH EDGAR
WO2 PHIL SCHOLZ
SGT SIMON 'NO BUM' REYNOLDS
CPL MICK KENNY
CPL LAURIE WALLACE

PERS OUT

CPL BRAD BARGENQUAST - 1 FD REGT
CPL JIM BEAMAN - 2 CAV REGT
CPL DAVE BERNAT - 5/7 RAR
CPL BRETT BLACKHURST - 3 CER

ON-THE-JOB-TRAINEES

CFN ANDREW BEARDMORE
CFN JOHN 'NED' KELLY

ENTRANTS IN THE DILI DASH FOR CASH (OP WARDEN)

LT TASH EDGAR
WO2 PHIL SCHOLZ
CPL MARK McAULIFFE
CPL DAVE POULSEN
CPL LAURIE WALLACE
CPL DANIEL WATERSON
LCPL STEVE MAHER
CFN GREG STUART
CFN TIM SMITH
CFN JASON GRAHAM

What's happened since the last CFN magazine

Late in the year Wookie got married and now outranks his wife finally (at least at work he does), but alas their honeymoon was cut short thanks to Op Warden. Mrs Walkom (Gayle) had received the call of duty.

In October the first wave of civvy tradesmen flowed through FRGT to help out with different taskings whilst the platoon was depleted because of operational commitments.

November saw the RAEME Mafia (MAS) destroy the units' transport capability by grounding everything that (their magic?) hands touched. This also flowed over into 1RAR where almost the entire battalion was grounded thus creating an enormous workload for the platoon.

Christmas leave was cut short this year for some of the members within the platoon. This was because of Ex Timor Dawn (See more dawn??). This exercise concentrated on the running of a battalion group with 3 BSG (from the BASB) directly supporting 1RAR in the field. The two workshops (3BASB Fd Wksp and 1RAR TSP) were integrated and it was interesting to sit back and watch two ASM's run the show together with LT Sue Edwards as the Pl Comd, an interesting exercise to say the least. It was notable to see the crafties (and CPLs) at work well into the night on more than a couple of occasions as well as being grunts for the day, with patrols and other infantry taskings becoming more of a hindrance than anything else. Also, with about 50 hours of piquets every day between 16 people, sleep was something that didn't come free unless your name was CFN David Tilbrook that is. However, we did live in the lap of luxury with the workshop supplying fresh bread everyday from their

bread-maker, not to mention the TV and video, bridges, health grills and soup kitchen setup. (not to mention the shares we may as well had in KFC) What's a rat pack?

Once again the leckies of the unit shone through against all odds. 1 RAR Admin Company has been powerless up until this exercise. They all showed their gratitude in many ways because this gave them the option to watch all of the test cricket matches that were on at the time. High range has never been so alive!

On a lighter note, Dave Bernat was entered in the downhill Tour-De-Spic that was held near Lavarack Barracks late in 1999. Whilst cruising to a convincing victory in the downhill event, Dave was reaching speeds in excess of 60km/h. Unfortunately Dave forgot how to ride a bike and for his sins he was savagely attacked by a large rock and about 15 metres of bitumen. Then he spent the next half of the day getting his palms scrubbed of gravel and broken skin. His bike was a tad the worse for wear as well, it is now mounted on the wall as a fitting reminder to us all.

That's it for the moment. Hope your year hasn't been as rushed as ours.

EIR PLATOON 3 BASB FIELD WORKSHOP

By CFN M Evans

Once again it was proven that EIR really is the driving force behind Field Workshop and the heart and soul of 3 BASB. At the moment we've bolstered our ranks to unprecedented numbers, a warm welcome to LT Rann, CFN Day, PTE Duniam, CFN Starling and CFN Ting. We hope you all enjoy your stay.

Only a few of our boys were lucky enough to catch the boat to East Timor, Bucket, Zelly, Troy, Duddy and Dutchy courtesy of 3 CER. Whilst Dutchy's back on board, we still await the return of the others who are still lapping up the bonuses of East Timor.

EIR are currently involved with accounting for the cost of Timor with the restrictions of no sport, half hour lunch, one PT session a week and extended work hours. Although the days are long, all the gang are hooking in, all having a dip. There has been a decrease in output on RAVEN hours due to the two air conditioners packing it in and requiring full rebuilds leaving 'The Box' out of action and keeping the RAVEN gurus busy finding new holes to hide in to avoid meaningless tasks from coming our way.

Whilst I should've already welcomed LT Gideon Rann to our ranks, to do this personally is one tough task. He has already found BASB very much to his liking. Since arriving here in January he was seen for one week before heading off on course where it seems he plotted for more courses. He is back for one week before going away for three weeks white water rafting. What a tough introduction to BASB.

Another man with no complaints is Muzza, he's just got back from three months at ALTC on his ASI/AV maintenance course, and the poor guy has a month to wait before he goes off on the ultimate instrument section skibe with Kel and Daisy to Melbourne for the Medical and Dental course. Pity's quest for Calibrations continues whilst Fozzy spent some time at ARTC Kapooka instruction and now he's back, he has a week of rest and has to prepare for Bougainville where he'll meet up with Donny, Pecker, Scouy and Wookie. The happiest member of EIR is by far Tookie Rutherford. Finally his dream has come

true after years of work. Took completed his SAS dream passing the CADRE and Patrollers course without a hitch. Our congratulations go out to you Tookie, and all the best from EIR. We know you'll enjoy your time back home in WA.

Due to other arrangements not many bush activities have been planned before our deadline for the coast of Timor. However the BSG managed a trip to High Range in January with Wookie, Bushy, Pecker, Nicko, Scotty and Boong having a ball. They had so much fun they recommended we all go, so the RAEME gods obliged and now we're all off to High Range on exercise in late May.

Scotty's magic run continued, last year he had a broken arm and broken leg and this year tried to emulate these feats but fortunately fell a long way short. A night at the boozier for the lads and an early one planned didn't quite happen as several ONE of our neighbours planned and completed a clearing patrol of the Field Workshop lines and anyone who answered their doors. Many sported wounds to remember the experience for quite a while.

Tingy during a night on the town decided getting home was a big hassle and promptly asked the local constabulary for a place to stay the night where they kindly obliged removing his belt and shoe laces for him. Keep up the good PR buddy.

Bruiser Duniam sported a shiner for ages courtesy of PT and Bill Kennedy, and still claims she'll get him back. Stitty's cyclops impersonation was allegedly on irritation/infection so say army doctors, but, we know he was sparring with Bruiser for her return (the fight with Bill).

On the sporting and social front a few events were planned. The EIR Ten Pin Bowling Classic was first with Daisy (173), Stitty (173), and Starlo (172) showed good one off form but Evo's consistency (192,168 and 164) shone through to win on the night.

A great time was had by all. An update on Putt Putt isn't ready due to a lack of organisation by Daisy and Starlo, take your time guys, no hurry.

On the Indoor Cricket scene Starlo decided to make a sure win a close loss with no-one's help. He turned a seven ball last over into a ten minute ordeal as he bowled Wide after No Ball after Wide. Fourteen balls later the match was lost. The following week Rudds handed Starlo a textbook lesson on how to bowl the last over. Daisy and Tingy decided to be sporting against the not well travelled North Queensland Cowboys cricket team, setting a record score of Negative fifteen. The cowboys proceeded to take a much-needed confidence boosting win.

EIR's best driving award was very close this time round. Dutchy in the end shone through. A lovely elderly lady in a real hurry to get to bowls presumed she had the right of way and ploughed into Dutchy's T-18.

The poor T-Bird didn't stand a chance against the might of granny power and the T-Bird exists no more. Luckily no one was injured and Dutchy got at least one of his new spotty's back. Kel ran a very close second but, I'll say no more other than Don is **STIHL** talking about the day.

That's all we've got from EIR where we will continue to be the driving force behind Field Workshops and remain the heart and soul of 3 BASB.

FRG-2 BASB FIELD WORKSHOP

By Cpl. Frankie Franklin

During September most of the Workshop went to East Timor leaving behind only a handful (SGT Snow Herodes, Cpl Franklin and Cfn's Bradford, Gillete, Neil, Beardmore, English and Hill) to work on the floor. About then the Headshed decided 1RAR was the next to go so the priority tasks then became 1RAR vehicles and as usual the 1RAR vehicle fleet was grounded, so we had a lot of work ahead. To help us out we had some

bodies from Tech Spt Pl, HQ Coy 3 Bde for six weeks, thanks guys. By Christmas we had the 1RAR vehicles up to scratch, so we all managed a few days break before heading out on the pre-deployment exercise. After the exercise, we were notified that 6RAR would be deployed to East Timor instead. People and vehicles began returning from East Timor, so the repair work shifted focus to these vehicles. The people prepared themselves with two months leave before coming back to shouts of Production, Production. Recently we have worked exclusively on repairing the vehicles that returned from East Timor.

Crew Changes

WO2 Nicholson for WO2 Briha, CPL Gorman for CPL Dalton, CPL McAuliffe for CPL Richardson, Cfn Beardmore for Cfn Gullison.

The crew in East Timor sent us a few updates on the goings on, some funny, some not so funny, although they did appreciate the care packages we sent over for them, especially the toilet paper. See feature article on FRG in EM.

GE 2000 - THE NEW MILLENNIUM

By Cfn Mewett

As the sun rose over GE, we welcomed our new march IN's with open arms and clenched fists. Taking command of this motley crew is LT Daniel Israel (ISSY) whom we don't need to train as he was platoon commander of FRG2 in 1999. Marching in from Darwin comes GE's acting WO2, SGT Mal Campbell. He didn't know what he was in for when he reached GE, as fishing from the back of an LCM8 is not the same as running a highly productive workshop. During the early days of the new millennium we received SGT Glenn Batten from 10FSB as our Admin Sgt. Speaking of Sergeants, we still have not been able to get rid of SGT Terry 'my jokes are not funny' Sperling to any other unsuspecting units. GE has also gained some great technical folk in the form of CPL Robert Ravot and CPL Joel Anderson and that takes care of the new meat with rank. While the members who were deployed to East Timor take their leave the rest of us are working overtime to repair all the gear that was sent to East Timor. That's where the backbone of GE lies in its craftsmen and trainees, who else would make the brews. But while the workload piles up due to lack of parts, the mood at GE is one of great anticipation of getting some work done or going bush. But as we wait for direction, we bid you a productive year.

3 BASB FD WKSP HQ PI

The year ended in a frantic pace with preparing the 1RAR BN Gp for deployment to EM, after a friendly visit from MAS. One that was over we needed to reconstitute another BSG to support them, if they were to deploy in Feb. It never occurred but sent the unit into a spin in the process. The year ended on a social high with a Wksp function at the Cluden Racecourse.

2000 started with a bang. MAJ Ron Parrello departed for Queenscliff and was replaced by MAJ Joe Murphy from Support Command. The outgoing ASM, WO1 Dennis Langham left for 10FSB where he can provide much needed support to the Bde (I'd like to see that) and was replaced by WO1 'Boat' Davies from Support Command. He has been in the Army longer than the OC has been alive. Yes the OC is older than 34. SGT Evo Evans has returned from Bougainville and PTE Cath Curtis joins us from the BIHQ Ord Rm. LT Sue Edwards spent a very brief time as 2IC Fd Wksp before being despatched to Ops as the BSG CAPT for the year. While CAPT Bronny Lubowiak (nee Davidson) has a little LSL, CAPT Alida Byatt filled in. Not a bad job for a truckie. She grabbed the bull by the horns and has performed very well when she wasn't on leave from EM. We haven't been able to convert her yet.

Our efforts have been focussed on the Bde Refurbishment Program since mid Feb. SGT Allison (Birdy) Bird has been instrumental in setting up the production and planning cell for the program and has received MIMS Maintenance Module training ahead of Bde units, to meet the project reporting requirements of SQLG.

The BSG is currently preparing for another shakeout and the Wksp is currently busy with an M-Z stocktake. And we were told that things don't hot up until 2 May 00. Someone forgot to tell Ops.

A couple of days ago (2 Apr 00) we experienced cyclone TESSI in all her might. While she was only a category two she did inflict damage onto Townsville and the surrounding area. Many homes have gone without power for 2-3 days.

That's it for now. The Pd Wksp remains the best RAEME unit within the Australian Army. It is in the most ready Brigade and is proud of its tradition. If you want to join just give us a call. We always have vacancies.

OP WARDEN - 3 BSG WORKSHOP PLATOON DEPLOYMENT EAST TIMOR: 21 SEP 99 - 29 JAN 00

By Sergeant Jim Halloran

1130 hrs, Friday 24 Sep 99, the BSG Wksp Pl from 3 BASB were called in to deploy to East Timor (EM) along with the remaining members of the BSG.

The preceding week had been hectic to say the least. Called in to work to finalise medical, Q issues and briefings. Now we were finally going to go somewhere. We were well prepared and enthusiastic but from what I could see, apprehensive as well. We had all the briefs but nothing was going to equip us for what was to follow.

The road party had departed for Darwin on Tuesday 22 Sep 99, consisting of 22 Unimogs, 20 from TPT Coy and our Mdm Repair Mog and Mack Light Repair Mog and the Weld fix cargo. The Mack Wrecker and 20 Ton Trl was also in the convoy. An element had already deployed on the 21 Sep 99 from OP SPITFIRE with two Mech GMVs with CPL 'Blacky' Blackhurst, CFN John Hayes, CPL 'Watto' Waterson and CFN Gavin Bellis as the maintenance crews for the BSG (-).

We were told to pack and travel light. The GMVs stripped to their basic schedules and us with only our packs, webbing, rifle and an echelon bag between two.

By 1300 hrs on 24 Sep 99 we were at Garbutt RAAF Base waiting to board a civilian jet to Darwin. There were very short 'Goodbye's' as there was no time. We departed Townsville at about 1400 hrs. The Workshop Platoon consisted of:

LT 'Mad dog' Maddock - PL (CMD)
WO2 Peter Nicholson - ASM
SGT Jim Halloran - PL/VEH SGT
CPL Troy Amy - Instruments
CPL 'Doddy' Dodd - ELEC
CPL 'Jim' Beaman - VM (road convoy)
LCPL Shaun Davies - Recov Mech (road convoy)
LCPL 'Dusty' Miller - VM (road convoy)
CFN Jamie Birkett - Radio/Tels
PTE Todd Brennan - EME Prod Clk
CFN 'Dorio' Dorling - Spec Weld (road convoy)
CFN Tony 'Wasted' Eckert - VM (road convoy)
CFN Scotty Fay - Fit/Arms
CFN 'JB' Graham - VM (road convoy)
CFN 'Peach' Kealley - ELEC
CFN Luke Kozel - Radio/Tels (grabbed by BASB OPS)
CFN Jason Cameron - Fit/Arms (road convoy)
CFN Tim Smith - VM

When we arrived in Darwin we were issued first line ammuni-

tion and rested until our flight to EM was confirmed. At about 1930 hrs we took the long walk across the airfield to a C130 that would take us to Komoro Airport in EM. At approximately 2130 hrs we landed in EM and were briefed by the OC and CSM BSG. We set up a hoochie line to the east of the apron of the airstrip and settled down for the night. It was pitch black, except for the lights on the airstrip and the landing lights of the aircraft that were coming in 15 to 20 minutes apart all night.

The next day we were allocated a piece of dirt to defend and work on, 100 meters further east in the 'Dust Bowl' from the BSG position. The full complement of the BSG was now in EM, except for those on the road convoy, who were waiting in Darwin for sea transport to Dili.

The position we were to defend was on a corner of two access roads with the runway to our north and a section of Indonesian soldiers (TNI) to our southeast, who had commandeered the airfield Fire Station. To our east (front of our posn) was scrub and wooded vegetation. This was the boundary of the defensive position for the BSG, with Supply Pl, Admin and Health Sections taking the north boundary and TPT Sect the north-east. Catering Sect was allocated to the workshop for manning of the gun position to the east and south.

The ASM and I laid out the defences and the boys started to start dig in. Within three hours the position was finished with 'real' shell scrapes and a 'real' gun pit. I say 'real' because I have never seen a bunch of RAEME blokes dig so fast and so hard in my years in the Corps. More than that, they dug them properly and a little too deep in some cases. Not a bitch or a moan was heard!

There was good reason for that as the Int brief I received told us that we were going to be attacked that night (Sat 25th) or the next morning by Militia. What made it more un-nerving were the TNI not 100 metres from us and walking armed through our position whenever they felt like it. Fortunately we were not attacked, but no one slept very well in their shell scrapes for the next three days.

Work was only band-aid maintenance at that stage as we only had two Mech GMVs with fast moving parts, but that did not stop the truckies from trying to destroy their vehicles in the first week.

On Tuesday 28 Sep 99 we deployed into Dili to take over a building that would house the BASB (-) when they deployed to EM. The two story building was occupied by an Inf section from 3 RAR and they were shitting themselves because two houses away was a TNI platoon. The warehouses around the building were also occupied by TNI. The Militia/TNI had absolutely trashed the inside of the building and tried to set fire to one of the offices. There were files, furniture and rubbish everywhere as well as human excrement. Not a nice place to walk into. The BSG split into two combat platoons; Sup, Admin, Health and TPT as 1 PL and Wksp and Catering as 2 PL.

We moved in to relieve 3 RAR (who were very glad to see us) and immediately set about defending the building. Cat 2 wire around the perimeter, sandbagged machine gun posts, roof OPs and stairwell OPs. The work was completed as fast as we could. It was stinking hot and extremely tiring.

I managed to secure quite a large room for the accommodation of 2 PL in the eastern wing, while 1 PL set up in the western wing. On our first night there we had no guns out as we had not finished our perimeter security. Instead we had a gun behind sandbags inside the main entrance and a gun on the roof with a good all round view. The ASM was acting CSM, with myself and LT Maddock running the platoons. 2 PL volunteered for the Ready Reaction Force (RRF), as we would, mainly because we did not trust the others live rounds! RRF meant that we slept very little, were called out very often and hardly

ever took our boots off for two weeks. (2 PL captured the first Militia, as would be expected!) Put that together with 24 hr double staggered gun piquet's and OPs, street patrols three times a day, building defences and waiting for a drive-by shooting; or worse still, the TNI getting trigger happy. So it was no wonder that we were all fragged when the road party and our vehicles finally joined us over the first two weeks in October.

With the vehicles came the work. Parts were hard to get, time and manpower were difficult to allocate due to our defence commitments, and every one wanted everything yesterday! There was a problem with our workshop; we did not have one! We seemed to be low on the priority list for shade and shelter from the elements until the OC BSG was faced with "If we don't get a workshop, we can't fix your vehicles you require for convoys." We were allocated a fairly decent warehouse as a workshop that was once a coffee-husking mill. It worked for us.

As October slipped by into November other members joined us:

LT Scott McKenzie - PL COMD

CPL 'Guru' Black - VM

CPL Shane Lainge - Fit/Arms

CPL Mark 'Macca' McAuliffe - VM

LCPL 'Muppet' Maher - VM

CFN 'Dutchy' Van Der Lee - VM

and things settled down to a reasonable routine. Duddy and Peach had managed to get the power in the building to a manageable state, Blackhurst and his cohorts had re-allocated some air-conditioners obtained from who knows where (RAEME accommodation being the priority of course) Dorlo and the fitters fabricating everything from gates and showers to gun mounts. Everything had to be scrounged for as the city had been stripped of everything useable some three months prior. Luckily the workshop possessed a shed-full of excellent scroungers and everyone contributed something for the benefit of all.

During this time detachments were sent out to supplement other workshops without mdm repair capabilities. LT Maddock, Dusty and Tony went for a holiday at Suai, Macca and Smithy went slumming it with 3 CER at Maliana and Wallo and CFN Greg Stuart were detached to B Sqn with the Fitters track at Balibo, and worked their arses off (so I'm led to believe). BASB convoys were running to the border two or three times a week with a CMV and the Wrecker in support. Frequently an FRT would be sent forward to carry out mdm repairs or to help one of our snowed under detachments. This usually left us very short on manpower in Dili to cover our defences.

Early December, the posting season, and more changes. We lost:

LT Maddock

WO2 Nicholson

CPL Blackhurst

CPL Lainge

CFN Bellis

CFN Cameron

CFN Dorling

CFN Kealley

CFN Van Der Lee

And gained:

WO2 Phil Scholz - ASM

CPL Rob Ravot - Fit/Arms

CPL Dave Poulsen - VM

CPL 'Dalt's' Dalton - VM

CFN Myles Kelly - Elec

CFN 'Frazz' Frazer - Weld

CFN Dave Wynne - VM

December crept by with the promise of deployment back to OZ, the work continued and 'yes' we did have some fun! The 'two cans per man' we eventually received sometimes turned into

a few more. This was obvious by the returning patrons stumbling through the accommodation in the dark and getting tangled up in someone's mozzie net or falling over their webbing and rifle ... and usually rather loudly! Christmas and New Years day were two such occasions with the seniors and officers 'volunteering' their services for piquets etc so that the diggers could have a day off. And let's not forget Melbourne Cup day when some local nags raced around our compound while punters won and lost wads of money. Fortunately the workshop managed to buy two of the local horses in the Calcutta (ran by CPL 'The Mouth' Lainge) and pulled off 1st and 2nd place ... easy!

The clean up for us started in early January for our trip home. The boys worked hard to make sure that everything was done to the letter so that the Quarantine people wouldn't pull the rug out from under us. Everything had to be itemised, cleaned and packed before handing over to the Q Store. A big job by any standard when you consider the amount of gear an FRG (+) has to carry. WO2 Phil Scholz worked tirelessly at the wash point pointing out the problem areas on equipment that could harbour the dreaded 'seed' that could infiltrate the great land of Oz and turn it into a wasteland!

Finally, on the evening of 28 Jan 00, after passing our Quarantine inspection, the BASB (-) boarded the HMAS Jarvis Bay and sailed away from Dili. It had been home for most of us for over four months (128 days) and I don't think anyone looked back as we were leaving. It had been an 'interesting' deployment let down by little or no sanitation, the smell, Gastroenteritis, Malaria, Denge Fever, lack of resources and parts, UD's, bureaucracy, ego's ... but the money was good!

As for the Workshop? I am sincere when I say that I hold the members in very high regard, especially for those first few weeks when anything could have happened. Their professionalism, diligence and total commitment to the job was outstanding and it was a privilege to serve with them.

I also wish to note that through the entire operation, the Wksp element was always a cut above the rest with not one charge, extra or UD coming from the platoon. We produced over 3,500 hrs of ARI and spent a staggering 12,500 hrs on defence related tasks. But as the song says, we are just "The Boys in the Back Room", so we don't expect any accolades.

Arte Et Marte

1 CER WKSPS

Follow the Spanner - 1999

Once more the backbone of 1 CER has kept the Engineers honest and maintained their equipment to a superlative standard. Unfortunately, LT Goodheart has remained in Sydney to take up her appointment as OIC Parties and Piss-ups at DNSDC. The ASM is back to Melbourne to work in Support Command with LAV's, having only been allowed back into the



Pete Dawson, Perc and Muddy strolling the links, Bung Country Club Golf Day



Rommel, The Ace, Brownie and Rat Boy



Lewy, Muddy, Collo, the Boss and Jon

field Army for a solitary year. Apparently this year has done nothing but worsen his Alzheimer's Disease. CAPT McCormack is in Darwin and cracking the nuts on filthy animals with more and more PT.

Vehicle section started the year by losing SGT Smith to Tassie. The WKSP was then off to CROC WEST where we found out the ACE doesn't like his VM's doing any of the work he'd prefer to do himself. CFN (short fuse) Dawson showed quite openly that he wasn't happy with ... something.

Upon return to the unit CPL (Ita) Buttriss took off to PNG and CFN (ASM Impersonator) Bran showed the WKSP how cunning he was during his welcome celebration. Everything went quite well for a while until CFN (the unibomber) Oxley tried to blow half of Sydney away by drilling a hole in his car's LPG tank. BJ pushed and pushed until he got an A veh drivers course and is now looking forward to transferring to a new Cav Unit. The WKSP golf day saw the sadistic unibomber Ox run Lewy down in the golf buggy and laugh as he drove away.

Members from vehicle section not going to Darwin are CFN Oxley who has a posting to A Battery 8/12 Regt, CFN (Muddy) Elliston is off to 7 CSSB and CPL Willett is going to 145 Sig Sqn.

Recovery section was boosted in strength with the addition of PTE "Mini me" Mein. The Recce mechs are astounded and grateful for the return of the ARVL. CPL Johnno McCrone has been unshackled from the ASM and is pleased that everything is back to normal. The exercise at Eppenarra saw Team Recovery flat out doing rollovers and ferrying of vehicles to Tennant Ck for 3rd line transport. Meiny looks like doing his course early next year, and is looking forward to it. Johnno will leave early for Darwin to recon the new WKSP (drinking beer, going fishing and doing nothing as usual). Team Recovery would like to take this opportunity to inform the members of

the unit who require recovery action that all cartons should be paid promptly to the WKSPS.

GE section started the year off with two new recruits SGT "ROMMEL," Doehtert and CPL "I have you seen my boat" Hurdlich. The early part of the year was a slow start, but by May it took off with the Regiment going to Eppenarra in NT for two months with sun, surf and dust. Everyone had a wonderful time doing those little extra bits like the DECOM point. Except CPL "Mr Mom" Brown who stayed back to baby-sit the WKSP. Since the news of the Regiment going to Darwin our medic come welder CFN "Can't stop me working" Elson, started his own trailer business rebuilding and inspecting them, only problem was the ASM said he would do it for love and beers. Not everyone is going to Darwin, CFN "I am on a scam" Eldridge is off to 4 RAR and CFN "Bless you my son" Smith is off to calibrations in Adelaide. Those off to Darwin not already mentioned are CPL "The Foreman" Senior and CPL "Don't lend your car to Engineers" Collins.

From the Roach element of WKSPS the year started off with some new march-ins, Sgt Pullan replaced Sgt Thomas and we had received two new jube PTE's straight from IET training at ALTC in Bandiana. Pte Rule (Speedy) and Pte Czaplinski (Rads) have fitted into the Workshop quite well and have been a source of much amusement for the more experienced members. Exercise Croc West was upon us and this gave the RPS a good chance to train Rads and Speedy in their new jobs and to show them that Engineers could work if they wanted to. During the exercise CPL Pillay (Reg) was given the opportunity to add yet another gong to his chest and was picked for OP BEL ISI at Bougainville in July.

Towards the end of 1999 the WKSPS sent two members on the 2 Fd Tp (RAE) deployment to East Timor as part of INTER-



Brany, Speedy, Rods and Meiny



Ox and BJ - Bung Bitches



Bung Country Club Sydney Harbour Sailing Day

FET, CPL Jody "RatBoy" Sutton and CFN Muddy Elliston relished the opportunity to earn cash and receive gongs with the rest of the Australian Army. Muddy was replaced by SGT Steve "Rommel" Doehnert in late 1999, given his posting to 7 CSSBn.

All fines resulting from this article and the accompanying photos are payable to the Bung ASAP (you know who you are).

Postings out for 1 CER WKSPS:

LT Goodheart (to DNSDC)
WO1 Robinson (to AEMA)
SGT Pullan (discharge)
CPL Willett (to 145 Sig Sqn)
CPL Pillay (to 5 Avn Regt)
LCPL Lewis (to 145 Sig Sqn)
CFN Eldridge (to 4 RAR)
CFN Oxley (to 8/12 Mdm Regt)
CFN Smith (to SI G)
CFN Elliston (to 7 CSSBn with cash and gongs)
PTE Rule (to 8/12 Mdm Regt)
PTE Czaplinski (to JIRU)
PTE Mein (cracking the nuts on Reece Mech cse)

Postings in for 2000

LT Follett
WO2 Bray
SGT Larkin
SGT Bennell
CPL Hardaker
CPL Freeman
CFN Fanning
CFN Kibble
Arte El Marie

TECHNICAL SUPPORT PLATOON 4TH BATTALION (COMMANDO) THE ROYAL AUSTRALIAN REGIMENT

By SGT Tank Pontifex

Greetings and salutations brothers and sisters and welcome yet again (re-groundhog day) to the ever changing, always amazing and utterly bewildering world of deceit, innuendo and cunning, yes that's right the wonderful world of those charming chaps the effervescent 4th Battalion (Commandos). We have followed this intriguing prolonged soap saga over the last three years and with you the reader giving added support and encore TSP is willing to go the extra yards and drag the Bn along by the scruff of the neck for another year of kicking quivering doors and strangling cowering chickens.

We pick up the action in Oct 99 after a picturesque drive through the rolling hills and green meadows of this fair country to arrive at sunny Townsville for the Croc 99 (or was that gecko 99) epic. 5 Avn Regt was kind enough to share their facilities

with us (thanks again) so at least we had somewhere to congregate during the day and night after fulfilling our duties as driver, cook, coxswain, bowman, and chief bottle washer (the list goes on). We even managed to skive a few nights off to hit the town with our American door kicking compadres. Pte Nick Jackson (Nick the Roach) had to forgo a house payment to perform with the girls at Santa Fe Gold (maybe two house payments, he keeps pretty quiet about it) and SGT Mick Williams and motley crew kept missing PT from numerous bouts of food poisoning (must have been a dodgy hot dog from the mobile food caravan). CFN Jason Stott should have been the star of Deuce Biggalo as he found some companionship for the evening waiting in a taxi rank (apparently - yet again Stotty no witnesses, typical).

Most of TSP participated in some sort of raid on the bad guys with door kickers, Marines and Seals taking turns in playing the good guys. The trip home was even less eventful than the trip up however everyone had a feeling that there was something missing and it wasn't until the road party pulled into Holsworthy that they knew what exactly it was?

Nov 99 was the start of the wind up for Christmas with MAS trying to scare us into believing that they were going to do yet another lightning inspection. Luckily the whole thing got delayed for a few months to enable us to find better ways of stashing our equipment away and saying it's on course (hey! everyone does it - don't they?).

The TSP Christmas function was a resounding success with a film star theme and Karaoke machine there was no stopping some people. Characters from Star Wars to Halloween were everywhere, mix in some grog and some good tucker and a good night was had by all except when Roach Boy, CPL Paul Nuernberg tried in vain to translate the song American Pie into a Rap version (yo, yo, yo Paul is in da house - everybody say hey, ho). For the record there was no sightings of Batman, the caped crusader or Robin his much revered bovish companion, however with no cupboards at the function venue where else were they going to hide. Best dressed was nominated by himself, CFN Walter Murphy who incognito was really Dr Evil from The Spy Who Shagged Me (complete with bald head, safari suit, facial scar and a bald pussy that looked less than pleased to be there).

Dec 99 saw the phantom, SGT Mick (The Sky God) Williams finally get his dream posting to that other hard and tough para Battalion (no not SASR - 3 RAR) as ASM. He even scored a trip to East Timor so he wouldn't feel left out when the boys were talking about it on their return trip. We did an official count of



4 RAR (CDO) TECH SUPPORT PLATOON 1999: Back row L-R: CFN Steve Glen, CFN Ben Jansen, CFN Jason Stott, LCP Heath Ledwidge, CFN Elderidge, CFN Steve Bernat, CFN Jason Beale, CFN Chris Lach, CFN Walter Murphy, CFN Scott Howat, CPL Brett Bament. Front row L-R: Pte Nick Jackson, CPL Frazer Goff, SGT Mark Winter, SGT Mick Williams, WO2 Tom Gill, LT Alex Palmer, SGT Tank Pontifex, CPL Paul Nuernberg, CPL Rod Fletcher. Absent: SGT Shane White, CPL Rowan Jones, CPL Andy Makin, CPL Jason McLinden, CPL Rick Van Rossmalen, CFN Paul Bendell, CFN Lindsay Clar, CFN Mick Jac, son, CFN Shane Schofield

the roll books and for a two-year posting to TSP Mick managed a staggering 70 days on deck the rest on course improving his worth to the Army. Oh! That shiny sticky ASM's seat is going to hurt mate - Ouch! The mandatory Ops SPT COY farewells were also in Dec for those prisoners that qualified for parole to leave the Sydney area. The Coy had an afternoon at Cronulla beach playing spot the white pointers that only seemed to travel in pairs. Volleyball and touch were hotly contested within the Coy, however TSP was nowhere to be found as the beverage truck provided a shady haven for the afternoon.

Jan 00 saw most blokes on leave until Australia Day and arrive back to work a millennium older just in time to practise for the Battalion's birthday parade, the dress for which was DPCU and webbing which was a different sort of birthday attire I must admit. CFN Paul Bendall got a late Christmas present as he was called over to Bougainville in his new role as an untouchable, white overall wearing, marine mechanic (I hope you're training hard, Paul, we miss you at PT). The new boys on the block arrived with the new OC TSP, CAPT Pat Murray arriving from 1 CSSB. As the new boss was taking over from LT Palmer, the Boy Wonder, the ASM thought that this Batman thing might have died a natural death; however within days of the new boss hitting his highly shiny seat he had a riddle that he gave to his seniors to solve. The riddle was "What should have been written long ago, but has never been sighted". That's easy replied his seniors in one voice - "SOP's of course". With that small riddle the new boss had sealed his fate as the ASM's arch rival the much maligned, however stunningly handsome - Riddler. SGT Shaun Murray marched in from 6 RAR, CFN soon to be CPL Dave Gawthorne came from 16 AD Regt and CFN Andrew Crofts came from DNSDC.

Feb 00 came pretty quickly with the large turn around of people in the new year and with East Timor looming in the future (Apr 2001 - apparently) the Battalion is looking at doubling in size to over 600 by mid 2000. TSP is waiting with its normal baited breath for the influx of gear that should accompany that amount of people. The LAT team made another whirlwind trip to 4 RAR (Cdo) bringing off a close impersonation of an MAS team crossed with an OH&S team crossed with a badger (jokes sir, jokes there are far to many serious people in this world).

The year ahead looks jam-packed and we may even be hard pressed to squeeze in Adventure Training but canyoning and caving the Blue Mountains looks good so far. So if your looking for an exciting career in frontline battle support (if we ever get there) and you want to put some serious time in on the wksp floor then come on down to your friendly local RAEME 4 RAR (Cdo) TSP. Girls you're not left out of the equation, you to can join the fray, as we now have 3 truckie females and a boatie to boot, so come and join the club.

To all and sundry TSP wishes a safe and prosperous year of repairing, modifying and recovering for 2000.

Arte et Marte

Long Live The Brotherhood

EQUIPMENT SUPPORT PLATOON (I think) - 6 RAR

Greetings from the 6th Battalion. The wheel has turned the full circle here at 6 RAR and the RTA trial of the Embedded Infantry Bn came to a grinding halt in October 1999. It also saw a great influx of Infantry personnel and the raising of B and C Coys. This saw a change in the SED, (you need to do this apparently), in line with more the more traditional Infantry Bn and the end of motorization for awhile.

The trial on the Field Lubricating & Servicing Pallet (FLSP) conducted by ESP, (see last issue), was conducted over the period 20 Sep - 20 Oct 99. The trial on the FLSP was very pleasing and the operators were impressed with the equipment and con-

cept. It is not known when it will be introduced into service and what the final configuration will be, however, we will be waiting eagerly for its arrival. It's always good to see new gear coming into service, especially for us RAEME blokes.

The RTA Trial of the Embedded Infantry Bn was a great success as far as we were concerned and gave us all a chance to work on equipment not normally found in an Infantry Bn. I don't think we will see something like that again in the near future, however, it was a great opportunity for all of us here at 6 RAR.

November came and it was time to say farewell to Fire Support Coy from 6 RAR and it was also time to hand back a few B vehicles, (about 130 of them, all variants). With the demise of Fire Support Coy, we said goodbye to the LAV 25's, M198's and the Hamel guns. By mid November the restructuring of the four Rifle Coys, Spt Coy and Admin Coy was coming along well. It was also the time for our brothers from MAS to come and pay us visit. This coupled with the handing back of vehicles saw the Wksp fairly busy to say the least. So the workload for November and December was set for us and it was heads down, bums up.

With the change in the SED, the Wksp was the only organization to lose personnel, the numbers went from 34 ARA positions down to 18 ARA. Over the November and December period we said farewell to the following personnel; SGT Bob Brown (RAAOC), SGT Mark Brown, SGT Craig Corrigan, SGT Jeff Taylor, CPL Paul Dickinson, CPL Danny Foster, CPL David Hill, CPL Dennis Udovicic (RAAOC), LCPL Mark Hager, LCPL Rob Sarn, (who returned from Op Bel Isi just in time to march out), CFN Justin Clarke, CFN Matt Heinrich, CFN John Hutchinson, CFN Dave McKay, CFN Mick Munn (who returned from Timor at the end of Jan 00). We thank them for their efforts in 1999 and wish them well in the future.

Whilst the Wksp was doing their black magic, (putting the smoke back in the wires and pumping up the tires), the Rifle Coys were busy training. They were conducting range shoots at Greenbank Training Area (GBTA), patrol and tracking at Canungra and Coy exercises at Wide Bay Training Area (WBTA). Admin Coy spent a week at GBTA doing range shoots and qualifying personnel on various weapon systems as well as swinging spanners. BRL was next and that was reduced due to cut backs, the period 24 Dec 99 - 03 Jan 00 was all that was needed to recharge the batteries.

04 January 2000 and it was back to work, the starting line up for the new year saw the following personnel take up their positions on the starting grid;

ASM: WO2 Dick Kop.

PLSGT: SGT Ken Stace.

VEH SECT: CPL Matt Sachse, CFN "Bart" Bartlett, CFN Rance Burnett, CFN "Dinger" De Yong, CFN Marty Keating, CFN "Sweens" Sweeney, CFN "Wilko" Wilkinson and Blue Dog.

GE SECT: CPL "Dog" Browne, CFN Toby Bailey and CFN "Robbo" Roberts.

EIR SECT: CPL Todd Pratt, CPL "Trudge" Trudgian and CFN Ruben Hannola.

RAAOC RANGERS: CPL Tim Rooks, PTE John Srsan and PTE Gene Hia.

More training at GBTA and WBTA saw members of the Wksp deploy in support of the Coys over the better part of January. February saw the Battalion Group deploy to WBTA for Ex Tolkiens Revenge, 08 Jan - 28 Jan 00. It saw elements from 7 CSS Bn, 2/14th QMI (Recon) and a Troop of ASLAV from 2 Cav Regt join the Battalion for a bit of a shake out and familiarization trg. With lessons learnt from the exercise it was back to Enoggera to refurbish equipment and stores and to wait for the next chapter unfold. So from all of us here at 6 RAR.

Arte et Marte.

18 AD REGT WKSP – Exercise Long Stomp

By Kevin J. Balenzuela

1. Paul Carolyn's ingrown toe-nail
2. Rectonol and condoms
3. Obvious pole smoking
4. Blisters
5. Cold days and colder nights in summer
6. Football with cyclurme stick
7. Card games
8. Baddies "ass-hole" line
9. Plethora of BBQ's
10. Kapunda, the thriving metropolis.

This particular exercise was designed to test endurance and depth of character. To give individuals a glimpse into their own souls and insight to their strengths and failings. A solid assessment of ones own ...

Anyway that's enough of that. It was a long walk and it hurt lots.

It started with Sgt Don Sizeland getting the unenviable task of submitting three adventure training trips for assessment. Trip One was a 300-kilometre bike ride, Trip Two was an 80-kilometre walk and Trip Three was a vermin eradication program in northern South Australia, which didn't get past the planning phase. Trips One and Two got the nod with the latter being the activity I participated on and this is my story.

We left on the Monday morning and without too much a-do we were on our way with almost all hands on deck. (CFN Paul Carolyn was mysteriously afflicted with an ingrown toenail on the Sunday before departure but was just as magically healed by the next day.) The driver of the Mitsubishi Canter did notice a rare combination of medical paraphernalia in the glove box left over from the trip prior. It seems the Medic and our Fitter, who crewed the vehicle on the previous trip, had a requirement for an excess of condoms and Rectonol with anaesthetic. Strange indeed.

"The walkers were dropped off on a remote location along the Mawson Trail and headed for the horizon. CFN Goode performed the admirable task of doing the entire distance that day and each day afterwards on his knees.

A cracking pace was set on the first two days which gave everyone ample spare time at the end of each days walk. A variety of activities were improvised at the end of each stint to wile away the time and stay off boredom. Despite the sore feet a game of "forcingback" started up with a football which quickly changed into a passing game when the top of the feet became as sore as the bottom. The game continued after dark by tying a cyclurme stick onto the ball. LCPL 'Baddle' Badcoe was slaying himself by passing the cyclurme lit ball from below grass level so it wasn't visible until shortly before it imploded some poor buggers nose.

Along side this was an energetic game of cards. It was an hierarchical game where the "President" gave commands to the "lowlife" (better known as a part of the anatomy which excretes brown smelly stuff) and it was a severe punishment if the whims of the President were not carried out. It seemed CPL 'Brodes' Brodie was the "lowlife" a little longer than most other people. Out of sheer desperation, a decree was issued from the President banning Brodes from talking while he was lowlife. (Such an irritating noise, really.)

The last day found us walking 16km into the township of Kapunda. Being a city boy I usually have some derogatory remark about small country towns but the people were friendly and the service at the Cafe-Bookshop was as good as their coffee. Not too bad a place to stop after 4 days on the road and the cooked meals at the local cafe were a great change from the plethora of BBQ's we had been living on for breakfast and dinner for the week.

All in all, despite the lack of scenery it was an interesting four days. Support Battery once again proved the RAEME motto of 'Improvise, Adapt, Overcome'. The ways the human mind will find ways to occupy itself when there seems no sources of amusement will never fail to impress.

G'DAY FROM OC AND MEMBER OF 11 BASB WKSP COY

By WO2 Brian Tuohy

Yes we are still alive and kicking up here in sunny Townsville, albeit with our head just above water. Since the last edition when we were off to fight the war at RAAF Base Sherger we have slipped back in numbers to the extent that the RAAOC component of the Wksp nearly outnumber us spairners. This is largely due to the transfer of four of our members to the ARA and postings within civilian jobs out of town. We are currently running with three Officer and twelve tradesmen. (Not bad for an SED of 105)

GIT is killing us, and if there is anybody out there reading this that has a say in ARES recruit training, stop and have a good look around. I see nothing wrong with the product that we were getting from our regional Training Groups when the two week ARES recruit courses were in vogue. But alas I am but a small cog in the big machine! I have recently been in touch with other Training WO's in other ARES Workshops and it seems that we are not alone in our plight. Anybody contemplating discharge from the ARA within the Townsville area, have a think about transferring to the ARES. Its easier getting into the ARES by transferring than it is discharging and then re-joining at a later stage. For more info give me a ring on (07) 47711028.

In light of our diminished numbers, we have decided that to best utilise our available manpower we have split the Wksp into two FRT's and detached them to Distribution and Health Services Coy's. This puts the tradesman at the coalface and continues with EME doctrinal training. It also allows for our SNCO/JNCO's to train in most aspects as FRT commanders. The HQ element will still exist, with the PL Comd and ASM being a mobile EME advisory element. Wksp hierarchy will still maintain technical control over the two FRT's and continue to administer members for pay, pers admin, etc.

Apart from diminished numbers, we still managed to take out the unit's AIRM trophy and also the Best Company award for 1999. The other companies were 'spewin' when at the award day Wksp Coy maintained its reputation in showing them a clean pair of heels and the old esprit de corps.

As I mentioned before, we were supposed to go and fight the bad guys at RAAF Base Sherger late last year, well we obviously scared the bad guys away even before we deployed as CROC 99 (North) was cancelled. After being given four days notice that the exercise had been cancelled, we had to swing into action and organise an alternate activity. After burning the mid night oil for the next couple of days, 'Exercise Repiles Revenge' was born. This was held at good old High Range Training area with the first week of the Ex training in a built up urban environment and the second week deploying to the sticks. Believe it or not, we repelled the bad guys again. God we're good!! We wait with baited breath for Exercise 2000 and the return of the bad guys if they're game ... if they're game.

Looking through some archived RAEMEd opened across this poem/writing about the origin of 'The Brotherhood' and thought you might be interested, so here goes:

'AN ODE TO THE BROTHERHOOD'

The translation of some of the opening chapters of Genesis as recently discovered in the possession of the noble sect called the "THE BROTHERHOOD OF ST ELIGIUS".

1. In the beginning there was chaos and the chaos was the infantry, for the infantry was alone.

2. And fear was with the infantry and they cried unto the Lord saying, "Lord save us for we are afraid."
3. And the Lord heard their grunts and set some of the infantry on beasts of burden and these he called Cavalry, and the Cavalry became Armour.
4. And when the Lord had seen what he had done he laughed saying, "Well, you can't win them all."
5. The Infantry and Armour again cried out to the Lord saying, "Lord save us as we have nothing that works." And the Lord heard their cries and decided to end their weepings.
6. And the Lord said unto them, "Hey dudes, lo, I send you a race of men noble in heart and spirit and technical knowledge to fix your toys." And the Lord created "THE BROTHERHOOD"
7. And to atone for such goodness, and to test the spirit of "THE BROTHERHOOD", the Lord created Gunners.
8. And the Lord gave unto the Gunners, rockets, missiles and the worst of all, Nukes. And when the Infantry saw this, they fell to their knees in sheer terror saying, "Surely God is not on our side, BROTHERHOOD, save us."
9. And the Lord sayeth, "Shit - what have I done?"
10. Now abideth the Infantry, Armour and Artillery: the greatest of all is and always will be RAEME - "THE BROTHERHOOD"

HALLELUJAH

ENDORSED BY THE ACCU (AMALGAMATED CORPORALS AND CRAFTSMAN UNION)

So there you have it - I have no idea who wrote it or when it was written. Anybody out there have any idea?

To all those people who sent me back issues of the "Craffy", a big thankyou, I now have a complete collection and enough to make another complete collection for the Wksp.

Well that's about it for another edition so until next time.

Arte et Marte

TRIALS AND TRIBULATIONS IN TST

By CAPT Perry Beor

"War is Hell - Gecs I wonder how the 'tankies are finding it?" mused Stevo.

"Who cares?" replied Al. "You're the Lance Jack, check the roast and while you're there get me another can of coke will ya?"

Yes, life was getting tough in Tech Support. The daily parts resup had stopped while the rest of SQN were at Bindoon making like Grunts on the 100m range and the troop were down to their last carton of coke and had run out of cracker biscuits for the dips.

After a couple of years out of Corps, being posted into XLH TST was certainly an eye opener. I'd forgotten the alternate RAEME motto "Twist to Open" and just how industrious and resourceful the average CFN was in making life easier in the field.

The 1999 AFX was no exception. By some way I still don't fully understand (and continue to harbour deep suspicions about) TST had, for the first time since the Unit went to M113's in 1969, manage to get the Tilly allocated to us for our RPS. The poor old girl got a facelift which would have put Cher to shame. Almost by magic (ie you know that there is something shifty going on but can't find out what it is) new bin packs arrived, a cage was installed and various quality of life enhancements fitted. These included the Engel (complete with DPCU cover - after all it is a fighting vehicle), two burner stove, toilet roll radio and a gas fired rotisserie made out of marine grade stainless steel. A microwave was also "found" but we couldn't get a 12 to 240V converter which would handle the load. Needless to say there were considerable comments made at all levels by the remainder of the unit, which was invariably met by the standard RAEME reply (in language appropriate to

rank and situation) "You want your car fixed by when?"

With the current restrictions on road runs, the trip up to Club Med Lancelin was by bus - ample opportunity to either catch up on sleep, after the last official night on the grog for two weeks, or catalogue the distribution of stick books and commando comics in the troop.

All too soon it was "bomb up, kick the tires, light the fires and lets turn diesel into smoke". Being on my first AFX with Armoured Corps I didn't really want to ask why they say that when the M113A1 is a tracked vehicle - it must be some tankie thing, like wearing spurs when you don't ride horses.

We had barely got daily squadron tick count competition up and running when the call came through that our Recce Mech Sicko's missus had just gone into labour. The SSM got the message en route to the 18 recovery/brew point and had Sicko back at SHQ within half an hour (there was talk of running a book on whether the white knuckles were due to the baby or the SSM's driving). He got through to the wife on the Sat Phone just as she hit the hospital and then was bundled in the back of a fast car to Perth - making it to the hospital half an hour before the birth. Big brownie points to him and shock within the SQN - not due to the birth but because the evac system actually worked!

Thing settled down a bit from there - apart from the SSM's Rover requiring on going running repairs (and lots of Vegemite lubrication on the door handles, hand brake, steering wheel and 77 set handpieces courtesy of the ASM).

Before we knew it a week had gone by and while the rest of the SQN went off the Bindoon, we were left to mind the vehicles, do all the DVR's and replace a Pack in the Tilly (which had blown up in spectacular fashion 100m from the laager in full view of the entire SQN). Our poor RPS CPL "CY" O'Connor, on his first trip in the field with us, bailed out of the smoke filled cab faster than a boffin to a brew point, much to the surprise of Col who happened to be between him and the door.

Two whole days by ourselves. We got heaps of work done and put on at least 5kg. Toadie and Sicko even managed a BFA. Sicko even managed to pass! Alas, as soon as you start to have fun you can guarantee that the Army will find a way to stop it - the SQN returned and wanted to play wars again - Bugger!

Numerous battle runs later we were ready for the climax of the exercise - the night ambush. Things had gone well - apart from the Tilly, complete with brand new donk, deciding to blow an oil hose within five minutes (three km) of first starting. What was even better was that there were no replacement hoses in WA and even if we did get one, we would have to pull the pack again out to replace it. For a good half an hour only one word was heard throughout the troop - said again and again and again.

It all started going down hill from here. Firstly PR rolled up in the BDECOMD's Hardtop Rover - complete with splayed front wheels courtesy of an argument with a blackboy. Then, just as the final net check went out prior to springing the ambush, in a fine example of interservice communication, a Caribou went through the exact centre of the killing ground at low level. The TRGW immediately tried to fix this communications breakdown over the Sat Phone while (in a fine example of concurrent training) giving the RAAF an impromptu lesson in Army WO speak (expressions, dark as, for the use of). Alas his best efforts, though greatly appreciated by the onlookers, just did not get the appreciation they deserved from the recipients. Ah well, that's the RAAF for you. This was soon topped however by Filter's track deciding to turn its T-case into metal minestrone on the way in to fix the Rover with the wide-eyed wheel alignment.

Finally the gun plumbers arrived in their 110 - which was

intact (probably because they'd stolen it from the QM). Crouchie soon got to work under the car straightening out sway bar, with a 14 lb hammer. The Boss's look of consternation was not helped by my remark that "subtlety and finesse are the hallmarks of a good tradesman". I was rather impressed by his reply - I thought only WO2 VM's knew words like that!

The ARVL with the Fitters' attached rolled up soon after and the rest of the night was spent making our way back to the DP in convoy. It was only 20km, four hrs, two creeks, and a couple of pairs of undies later that I found out our route out had been declared impassable a week before. You get that.

A memorable last night in the field. Back at the barracks though I took the time to reflect back on my first AFX with Tech Spt. The work and the play was hard but then again so were the results. In the best RAEME tradition, by the end of the exercise the only troop without its full complement of vehicles was our own (much to the mirth of the SSM). Of course we knew that the importance was in having the SQN running. After all we can always fix our own vehicles!

Once again Tech Spt met all the challenges that the tankies could throw our way - and even managed to take the prize for the fastest time go-kart racing on the final night. Toadie may think that a fry up involves dodgy starter motors and scorched insulation but gees can he drive go-karts! It is just one more indication that the only reason why the Tankies beat us in troop competitions is that we are too busy trying to fix their bloody cars so that they can compete. If this is what all our AFX's are like, I am certainly looking forward to the next one!

12/16 HUNTER RIVER LANCERS (APC) TECHNICAL SQUADRON "The Regimental Farriers"

By LCPL J Kirby

1999 could be regarded as the year that was or in some cases the year that wasn't. It was a year of numerous courses and camps for the members of Technical Squadron. Therefore, the OC & ASM decided that it would be a good idea to get me to write down a summary of our year's training to let the rest of the corps know that we still exist.

Due to the lack of tradesmen on the floor, coupled with personnel being away on Subj 1 SGT, Crew Commander CSE and Recovery Courses, 1999 was shaping up to be a full-on year for Technical Squadron. Once again thanks to 8 BASB Workshop and DNSDC Hunter Valley Detachment for the valuable assistance provided during our servicing weeks and training year, allowing us to get all the Regiments vehicles repaired prior to going on the AFX (Ex Malo Boy).

In July, the Regiment deployed to sunny Wile Bay Training Area

(WBTA). Unfortunately nobody invited the Padre or the QM to the O-Group, and therefore the rain tumbled down in July all the way from Tamworth to not so sunny QLD. Once at WBTA all A Vehicle crews mounted their carriers for the hurry up and wait phase of the exercise. As the A2 Ech pulled out to go to their location, the three members of Vehicle Troop piled into the fitters track and tore off to join the rear of the packets. Upon reaching the back of the packet we were met with a group of people with maps and worried looks, I am not sure if they were waiting for us or lost, however the looks and maps may suggest the latter.

The support supplied to us from 8 BASB workshop and DNSDC Hunter Valley DET saw our vehicles go through the exercise with no major breakdowns. This lack of work saw CPL Peter (Juddy) Judd rig up a BM 8005 night passive periscope for use in the gun pit. This was a great surprise to the enemy when they came visiting, as CFN Pete Munday and PTE Pascoe were watching. The enemy found themselves caught between Pete with an F89 on one side and the ASM and SSM on the other side, decided that a hasty retreat was the best option to take. The enemy soundly defeated, the war was over or so we thought. That was until the Ace visited the toilet for his normal morning routine.

The next morning during the ASMs morning routine, another war broke out. This led to the SSM capturing the battle in a poem which he wrote (see below). Due to our Recovery Mechanic being on Subject One SGT, CFN Davies from 3 BASB was detached to operate our ARVL. He had the great honor (so we are told) in recovering the Regimental 2IC Major J R (millerd the magnificent) Millerd and his ACV. He still owes a carton to the 2IC for being allowed to do the job.

The AFX over, it was time for a short break before our supporting task to HQ Sqn water training begun, along with the preparation of members attending courses during the later half of the year and early 2000.

1999 saw CAPT Neil Elliot posted in on promotion to Major, CPL Jimmy Ferris promoted to SGT and CFN Kirby promoted to L/CPL. Leaving the Squadron were SGT Jamie Bryant went inactive (what's changed), CPL Garry Bennett posted on promotion to 1 CFR, CFN Dave Wedmore to C Sqn 1 ARMD Regt and CFN Peter Munday enlisted in the ARA.

Receiving awards for the year was LCPL J Kirby (the author) Eastern Region Craftsman of the year and SGT P M (Chook) Henry, Most outstanding SNCO as well as a 2nd Division Commanders Commendation.

The year 2000 started with elements of the Squadron (a VM SGT and Recce Mech CPL) supporting the eastern Region Courses Camp M113A1 D&S CSE at Holsworthy. The rest of the year is looking to be a busy if not busier then last year due to Olympic commitments, as well as our normal servicing and supporting tasks.

In 1999 "The Regimental Farriers" were:

Major N Elliot - OC
LT Mills - 2IC
WO1 Les O'Heir - ASM
WO2 L Anthoney
S/SGT Kerrie Lawler
SGT Jamie Bryant
SGT Jimmy Ferris
SGT P M (Chook) Henry - (ARA) EME OPS SGT
CPL Garry Bennett - (ARA) RPS CPL
CPL Rick Colefax
CPL John Fisher
CPL M Hurney
CPL Ken Jones
CPL Peter Judd
LCPL James Kirby
CFN Rob McShane
CFN Peter Munday
PTE Meredith Showell
PTE Robyne Pascoe

Attachments to the Squadron for EX MALO BOY were:

CFN Davies (3 BASB)
CFN Gibson (DNSDC Hunter Valley trainee)
CFN Griffin (DNSDC Hunter Valley trainee)



THE DAY OF THE CONTACT

By Sgt J.F.R. Bryant

*It was the day of the contact,
And all through the camp not a creature was stirring
It was cold, it was damp,
The cam nets were hung from the vehicles with care
In hope that the enemy would soon be there
When up from the shutters there arose such a clatter
We looked to the west to see what was the matter
The shutters are full we heard the Ace cry
He dry reached so hard we thought he would die
I'll empty the shutters you weak gutted %\$&'s
He dressed in gloves mask and a plastic nprn in front
Then Fyfe and Bellie they joined in the fray
The Ace he looked grim with not much to say
Thank god we exclaimed, we can all have a shot
The line went from the poo palace to the gun pit
And we heard him exclaim as he limped out of sight
"That's the last time RAEME cleans the shutters you turds
gon that aright."*

21 CONSTRUCTION SQUADRON WORKSHOP TROOP

A friendly g'day to all ye fellow corps members from the lads and ladies at 21 workshop.

The Chrissy period produced a large turn around of people for the workshop so here's the new manning for 2000:

OC: CAPT Nathan Archer

ASM: WO2 Tony Rawson

EME OPS: CPL Steve Franklin

STOREMAN: CPL Shane Goodman

RPS: SGT Julie Penman, CPL Cherie Blackadder, PTE Kurt Goddard (transferring to RAEME later in the year)

VEH SECT: SGT Phil Munro, SGT Layne Middis, CPL Rev Bishop, CPL Jono O'Grady, CPL Darren Heaven, CFN Bill Bishop, CFN Mark Hein, CFN Daryl Weller, CFN Tim Hilton and CFN Sledge Leddra.

GE: SGT Dave Chiverton, CPL Brett Dodd CFN Brett Johnson and CFN Tibo Vidovic

REC MECH: CPL Dave Page

The unfortunate marchouts, were: WO2 Jeff Maurice (disch), WO2 Danny Moroney (posted on prom), WO2 James McGregor (posted on prom), CPL Robert Johnson (disch), SGT Moe Williams (posted to 7 CSSB), SGT Dave Larkin (posted on prom), LCPL Brad Gurski (disch), CPL Jamie Spargo (disch later in the year) and CFN Elvis McMahon (posted to 7 CSSB). All the best to all these blokes in their new adventures in the future.

After a long year for many members of the workshop, with three months in SWBTA, over half of the workshop was told upon arriving home only three weeks prior that they were deploying to Timor. Brief tales from that later.

Well the year started off rather quietly for all new march ins with most of the workshop deployed to East Timor. Once the Timor campers returned a workshop bonding day was organized at Wei it Wild on the Gold Coast. A great day was had by all with highlights being reactions on faces of people receiving high pressure enemas on the speed slide and a high speed raft

extraction techniques display by Doddy and co. The seniors were treated to a golf day followed by the same for Or's. As far as social get togethers; go that's about it.

Just a few weeks after people arrived back on deck after post Timor leave so did vehicles and equipment. One day there was a tranquil workshop and yard the next day semi after seroi arrived to break the serenity. Several days of put this here and that there later a happy medium resembling a plant wrecking yard was reached. Amongst the chaos the bellowing call of ASM Rawso was heard barking directions clearly over 120 decibels of Tadano. Equipment from Timor turned out to be in a worse condition than before it left so much planning ensued to rectify problems.

21 Construction Sqn soon to be renamed 21 Conference Sqn then began to prepare for the ever expanding AACAP task on the Tiwi Islands NT. This being the focus of the squadron in 2000 a conference a day was required to plan for the task. As mentioned previously equipment returned from Timor was found to have been cleaned by contract cleaners with salt-water high-pressure machines inside and out. Many hours work to rectify many faults began last week. Hired sapper hands and others were organized by Rawso to form repair, refit and maintenance teams. Teams led by key vehicle mechanics have been busily working for days now to get vehicles back to a serviceable condition for the great northern onslaught in three weeks.

Originally AACAP was planned for four to six months but after the recy by super sappers and co the task has now been blown out to six to eight months. Not good for Engineers but not so bad for workshops with rotational FRG support planned. Any deployment not involving weapons can't be too bad so with the exception of pre road move activities the year is shaping up to be an interesting yet typically for 21 workshop a busy year.

Tales from Timor

Eleven members from the workshop led by the big fellow ASM WO2 Rawson, myself CPL Dazza Heaven, CPL Rob Johnson, CPL Cherie Blackadder, CPL Jamie Spargo, CPL Brett Dodd, LCPL Brad Gurski, CFN Mark (Sledge) Leddra, CFN Brett (Borie) Johnson, CFN Mark Hein and last but not least WO2 James (Skanka) Macgregor were deployed with half the Squadron to repair the road slips around the Dili area.

While in Timor the squadron split into three groups in and around the Dili area. Every Wednesday the lube truck was sent out to service the equipment. On a return journey from one of these trips to Buccow the big fellow (ASM) spotted two MRVs coming from the other direction. Excitedly he told CPL Brett Dodd to pull over so that he could get a photo. Tragedy struck. Doddy pulls the lube over to the side of the road and out gets the big fellow to line up the shot. Next second Doddy calls out to tell him something but no answer. Calls again and hears a faint but agonizing wail from the distance. After an extensive frantic search and following the 'down here' calls eventually the mystery was resolved. In an attempt to get a better shot the big fellow had walked backwards and fallen down a three metre embankment.

Most of the work involved road chain gangs and equipment maintenance but one task in particular was rather unusual. Always thought Engineers built and blew up bridges but workshops blokes, in particular the GE fellas, were tasked to help in the construction of a 15 metre long bridge. As it turns out the boys had to manufacture and pre-cut the steel I beams, then move to Vikeki to assemble and pre-position the entire bridge with assistance from the engineers. After much scandalous pilfering and grunting and groaning the job turned out to be very successful as was the whole trip.



Members of the WKSP COY RAEME Charity Run

RAEME CHARITY RUN WKSP COY 7 CSSB

You often read about eccentric (dopey) people who do eccentric (stupid) things for no reason at all except to relieve themselves of any inklings of sanity. Well CPL 'JJ' Smith cannot be accused of eccentricity as he had reasons in place to justify the concept of a 'fun run' to Canberra. The reason was to raise money for the Royal Children's Hospital Brisbane. And in so doing, the runners would have to continually push themselves to endure each kilometre as it passed beneath their runners. For reasons beyond workshop's control, and after many hours of hard work in administration and physical preparations, the run to Canberra was snuffed out and an alternative, but just as challenging, plan devised.

The runners would no longer be running to a set location but instead will be running a non-stop relay up and down the foreshores of the Brisbane suburb of Wynnum, for 48 hours. Each leg during the day was one kilometre and at night, two. The 10 runners were CPL 'JJ' Smith, CPL 'Steve' Araci, CFN 'Matt' Jung, CFN 'Macca' McKenzie, CFN Steve 'Etho' Etherden, LT Gary 'Popey' Pope, CFN Sean 'Magoo' Tansley, CPL 'Robbo' Robinson, CPL 'Junior' Hunter, and CPL 'Jamie' Ware. The runners were of a variety of running backgrounds from keen triathletes, to those who previously were more interested in sandshoe conservation. All were keen and had trained hard prior to 1500 Hr on Friday the 12th of November when the first runner left the start line and the stop-watches started.



Change over on the foreshores of Wynnum

The goal of 600 kilometres had been set in the comfort and naive surrounds of the GE Platoon brew room. This would mean that each runner would run a total of 60 kilometres, each in mostly single kilometre legs. The first 30km were set at a quick but comfortable pace. But then the inevitable happened. It was bound to occur. It always does when a bunch of keen and fired up 'Crafties' get involved with endurance testing of any sports be it running, footy or boatracing. The competition began. As the sun began its descent on day one, the times for each kilometre quickened as testosterone became the energy source and all logic and commonsense was dumped in the ocean. It was the dark horse Robbo, who obliterated the field with his time of 3 minutes and 16 seconds, which held for the duration of the weekend. As the dark crept in on the first night, so did the early signs that 48 hours and 600km of non-stop relaying is a challenge that would be hard to beat.

The first night turned into a dazed blur of being woken up for your leg (not unlike being woken for gun picket) before climbing back into the farter for a fitful hour's sleep before the next waking. The sun brought with it a rejuvenation of spirit and morale and the relay continued with a steady pace. By the middle of the day injury had started to take a toll and it became evident that it would be necessary to call in some reserves. Thank you to SGT 'Roly' Rollingson and CPL 'Payney' Payne who ran more than their fair share as impromptu reserves.

The second night was nothing less than sheer pain as stiff bodies shuffled round the course before collapsing onto stretchers that should have been used for evacuation rather than sleeping. The determination was there however and the chain of runners unbroken as dawn came on Sunday and the end was in sight. With the assistance from visiting workmates, the 48th hour arrived. All original 10 runners plus those who had stepped in shuffled the last weary kilometre bringing to total 604 continual kilometres in 48 hours.

The total amount raised from collecting donations at the site of the run was \$1898.50 for kids in need with more money raised through auction. This had made the run worthwhile and a challenging goal had been set and reached. Thank you to all the runners plus the support staff who timed, cooked, rubbed, treated and harassed locals in the collection of money. Well done in particular to CPL Smith, who despite being of dubious sanity, organised a smooth and fruitful event.

Let the challenge now go out to other units to set a challenging goal and raise some money for a needy charity to support the community and promote public relations.



The 604th km

2/14 LIGHT HORSE REGIMENT (QMI) (RECON)

With the entire regiment deployed to Exercise Crocodile East in September/October last year, a message came from those in need saying that they needed an APC Squadron for deployment in the second rotation to East Timor. With the message received, the men of 2/14 promptly kicked hell out of the Marines and the casual EME world of 2/14 went into anarchy.

The formation of the APC Squadron required the formation of a Troop sized EME element. Tradesmen were sourced from within the Regiment (a veritable gutting of the Regiment workshop and other Sqn tech sections) and from around Australia as Reserve members took up the option of full time service. Some members travelled from as far as Albury, others from as far as 6 RAR.

1 Nov 99 was D-Day and all the new march ins for this much vaunted tech troop arrived. A hostile welcome was had by all as the formation of the Tech Troop took place. Meanwhile elsewhere in the Regiment, it looked as though someone had left the barn door open and all the tradies had flown the coop.

A hefty training regime was commenced in A Sqn as individual skills were the first item on the pre-deployment shopping list. The buckets did battle runs till the hearts were content and the tradies watched in awe (?) as most of them were yet to gain their A vehicle qualifications. Days were spent at the range gaining individual weapon qualifications (F88, F89, SLP and the list goes on). A lecture circuit was commenced on all the important things people needed to know before going on operations (ALLOWANCES, ALLOWANCES, ALLOWANCES!) In the middle of all this, a critical eye was taken to the touring list and a number of members came across to TST (the trickle would later develop into a flow). And then, a shortened Christmas leave period was squeezed into the program for good measure.

Upon return, A Sqn went to Shoalwater Bay to do the things that EME tradesmen do in the field when in support of RAAC (jaffles, recovery of bogged vehicles) and the remainder of the Regt continued maintaining at the rapid rate. The redistribution of vehicles around the Regt had caused no amount of grief and the maintenance liability continued to climb and climb without ceiling.

The end of January became nigh and more good RAEME men flowed back into CSS Sqn as reward for their hard work and efforts. The APC Sqn commitment had suddenly become an APC Troop commitment and only five tradesmen had seats on the touring bus when the music stopped. A quick reorg of the Regt occurred and C Sqn was raised. A dedicated tech section was raised for 1 Troop A Sqn, earmarked for the second rotation of East Timor, with the remainder being divided among B and C Sqn tech sections and TST.

In February, A Sqn elements deployed to Wide Bay for Exercise Tolkein's Revenge, a capstone activity for the 6 Battalion Group. The remainder of the Regt continued in their preparation of the Freedom of Entry celebrations in early March. The parade and subsequent Regimental Ball were both resounding successes as would be expected when Carlton United Breweries came aboard as a sponsor.

Finally, April arrived and finally the APC Troop has left for East Timor. The deployed EME chaps are WO2 Tony Ekrom, CPL Dallas Dyer, CPL "Booger" Bougoure, CPL Glenn Cameron, CFN Sebastian A-Z. 2/14 LHR has been tasked with providing three APC Troops for rotation through East Timor and so the preparation of 1 and 3 Troops will continue (1 Troop in October 00 and 3 Troop in March 01). The remainder of the Regt is gearing up for busy months of May (A and B Vehicle driver's courses) and June (a Regimental Gunnery Camp).

WO1 Noel Lewis (former ASM of 2/14) retired from the Army on 4 Jul 00 after 24 odd years of undetected crime, all the best Noel.

If you ever in downtown Brisbane be sure to drop by and visit the fighting men of 2/14.

Arle et Marle

HQ COY 3 BDE TECH SPT PL

By CPL Lyndsay Marriner and SGT Stewart Nicolson

1999 Manning: LT Anthony Kirk, WO2 John Halcy, SGTs: Al McDonald, Jim (Mr Sheen) Tither and Stewart Nicolson, CPLs Andy Cassidy, John Cox, Lindsay Marriner, Glen Murdoch and Gavin (possum) Rake, LCPLs Dean Alcock, Tony Earwaker, Kylie Lavers and Joey Rains, CFNs FJ, Holden, Andy Buddle, Bob Revermann, Evan Box, Paul Vonow, Peter Morris, Aaron Strid, Dane Amore and Ditch Hamman, PTEs Mel Duffy and Robyn Kossendy.

Posted in for 2000 were the ASM WO2 Doc Holliday, CPL Stu McQuade, CFNs Karen Hansen, Flynn Wetherbee and Lindsay Perkins.

1999 saw TSP with eight new faces with a posted strength of approximately 21. With the new blood, we set about learning the idiosyncrasies of the units we support. These namely are: the 3RD Brigade HQ, and 103 Sig Sqn, and we also provide limited support to 3CER and 162 Recce Sqn.

The first deployment of the workshop as a whole in 1999 was the Brigade CATA. We managed to break 12 picks in two days digging our scrapes. Fortunately, each days inspiration came from the smell of fresh bread wafting from the ERV, as we sat in our gun pits watching the sun come up.

The HQ COY submitted its team for the 3 BDE OBS CSE with the majority of personnel coming from TSP; the lack of entrants from the greasers provided no hurdle to the FIR/GE boys taking out 3rd place from 12 other teams from within the brigade. Great discipline and the fact that the ASM ensured each team was using the same rulebook were the main contributing factors.

Late august came and within three weeks of the Brigadier mentioning that he may have a little job for us, we were deployed to East Timor. Unfortunately not all of TSP were given a guernsey. Those initially deployed were the ACE, Jim, Macca, Cass, Lyndsay, Muddy, Joey, Boxy, FJ, and Ditch. While this was happening, Dino and Morry were off to another tropical paradise in PNG. The remaining workshop members were left behind to hold up the rest of the Brigade. Fortunately for us, they ended up becoming a crucial link for parts procurement and administration purposes.

FJ, arrived in Timor in true RAEME fashion, having a whole toolbox in his pack. Joey, on the other hand was trying to show up Rambo, by providing security with several weapons and more munitions than he weighed. Despite what we had told our



CFN Box and Doc Neeson at the Sual concert



Tech Spt members in front of the wksp/accom tent (coconana palms in place). L-R CFN Hannan, CPL Marriner, CFN Box, LCPL Rains, CPL Murdoch, CFN Buddie, SGT Nicolson and CPL Cassidy

mums and loved ones about Army H.Q.'s being miles from the front lines, within hours of arrival, 3 Bde HQ was thrust forward of the infantry battalions into the dark unknowns of Dili. Early days had Joey and Boxy throwing aside their helmets and flak jackets to chase and tackle down the militia in Dili's main street. Whether it was bravery or just plain stupidity, we still don't know.

Cass led the HQ building plumbing service at the burnt out courthouse; Joey was his TA. The expression of being dumped on from a great height was no longer a figure of speech.

Three to four weeks in Dili went by, and we decided that it was time to have a closer look at the border; so off we went to the resort town of Suai. We packed our ports on the HMAS Tobruk for our luxury cruise to the other side of the island. We quickly found that the ASM's beer ration was far more generous than the Tobruk's. Those rations certainly make staying in the top bunk, and boat transfers, a very awakening experience, hey ACE.

It had been assessed that success depended on a Suai beach assault. This was to be the first in over 50 years, and the Brigadier's TSP was given the Guernsey, while the Defence Platoon was left on board the Tobruk acting as air sentries.

Jim led the assault to save the hides of some Kiwi Infantry hiding in the dunes. They were very appreciative of reinforcement by the supposed Australian Special Forces. The Wksp held and patrolled the beachhead for three days. Intense crocodile watching became a critical duty. Jim had lost his hat in the great assault, and with the heat and Boffin training, gave us some 'fuzzy logic' direction. Meanwhile, the cooks provided entertainment with a particularly curious rain dance.

The first few weeks in Suai saw the Coy OC, MAJ Braithwaite, trying to instil us with his undying confidence in the stores system. Much to his dismay, he was left out in the rain while he waited for tentage assured to him by the Q-store. When he heard a few of the boys mentioning that we had buckleys of getting any tents, he proceeded to bet his 'left testicle' on it, and even gave it a time-frame. A month later he presented his left testicle to the Wksp. He then decreed from that day on, that the word 'definitely' was an approved, abused and misused word for war zones. His testicle was then adapted for further faux pas awards on a weekly basis. Macca and Joey seemed to star on presentation nights.

An East Timor philosophical lizard was adopted as the animal on the RAEME badge for our TSP. The lizard, when questioned for direction on pertinent and serious situations, always provided clear and sound advice any time of the night. It's words (which sounded exactly like "E... You") could readily be heard throughout the position; similar words were more commonly heard coming from the Defence Platoon in the tent next door.

The TSP work areas were renamed as to reflect the more appropriate work tasks and ethics, which were being carried out at the time:

General engineering became "shitters R Cass", Electrical became "Envirobandid Electricity", Tels became "Testosterone Boy Electronics", Instruments became "Hyperactive Instrument Fitting and Mailsorting", and Vehicle became "Bodgie Bros Mechanics". This was all overseen by the general manager, "Nick the Greek".

In early November, the Brigadier organised a gardening competition, which was to be judged on Christmas Day. Two months worth of preparation were in by most sections in the area. An intense two hours of 'RAEME preparation' on Christmas morning saw the wksp area ablaze with colour, with numerous shrubs, and our very own exotic creation - coconana palms (these consisted of banana plants, star pickets and coconuts). The result was outstanding. The umbrella of knowledge provided shade for the swimming pool and the platter of treats fit for a Brigadier and his RSM. Cass and Lyndsay ensured that the Brig was welcomed in a truly tropical manner, by donning grass skirts and coconut bikini tops. The Brig assured us that he was neutral and couldn't be bribed, so we are still at a loss as to how we won over the other sections' well-established gardens.

Suai didn't get the great concert as seen on TV, however, we did get a show by Doc Neeson and, several days later, James Blundell. Kylie Minogue also showed up and mingled amongst us signing autographs in the "very heavy" rain. She will always be remembered for her beaming smile and that glorious white shirt that she had on. Boxy will remember Doc Neeson for other reasons - just take a look at the photo!

All was over within five months, and it was time to start packing up to head home. The TSP members went three different ways. The rear party saw Lyndsay return to Aust some 14 days after the main body. It was fantastic to return to a welcome home by the media, family and friends alike. Townsville put on some of its best weather for us, and we were not sure whether we had left East Timor because our time was up, or they needed us at home to fill sandbags for flood relief. Either way, it was great to be back.

Once back in Aust, the quarantine inspections caused many headaches of their own. A large scale refurbishment program is now in place within 3 Bde, for all the equipment which saw active service. This should keep all the areas Tech Spts pretty busy for a quite a while. All said and done, it was a very busy year and this year is panning out no differently. Once the unit is back on-line in July, it should be business as usual, so if you're up our way, drop in to say G'day.



Tech spt members on Xmas day. L-R SGT Nicolson, CPL Cassidy, CFN Buddie, CFN Box, CFN Hannan, CPL Marriner, LCPL Rains and CPL Murdoch



THE RAEME BIRTHDAY CELEBRATIONS IN DILI

By LT Andy Hamman SQ4 EME HQ FLSC

Wed 1st Dec 1999 will be a memorable day for many RAEME brethren who were lucky enough to be serving on Operation STABILISE in East Timor. The day marked the 57th RAEME Corps birthday, and of course, in accordance with fine RAEME tradition, the day wasn't going to go by without a decent celebration.

The former East Timor Governor's Residence, situated in an area of prime real estate along the Dili waterfront, was the site for the vent. The palm tree lined front lawn was transformed to include a volleyball court, cricket pitch, tug-of-war field, BBQ area, and most importantly in the eyes of a few, a bar.

The multi-national crowd of over 200 began emerging just after 1pm – the Canadian, British and New Zealand EME elements within INTERFET also received invitations. The uniforms were stripped off, the rifles laid down, and the unit PT gear donned. With the familiar smell of a good old Aussie BBQ wafting through the air, as well as the taste of an ice-cold VB in the mouth, the sporting activities kicked off.



As RAEME mates from 'way back' caught up on events of their lives from recent years, the sports enthusiasts continued on with their round robin. The premier sporting event for the day was the tug-of-war championship, with a crowd gathering around to watch the final between 17 Const Sqn and HQ Coy 3 Bde. 17 Const Sqn proved to be too strong, overpowering the opposition.

The formalities of the day were saved until the end. The weary crowd gathered around the Corps flag (which everyone signed throughout the afternoon) and the birthday cake, as the senior RAEME member in country, LTCOL Lucena, gave his speech. Included in the speech were a few words from the Honorary Head of Corps, BRIG Sharpe. 17 Const Sqn were awarded the tug-of-war shield and then the youngest member present, CFN helped LTCOL Lucena cut the cake.

All would agree that the day was a great success. Many thanks must go to WO1 Mark Williams (WO EME, HQ FLSC) and WO1 Mick Liddelow (RSM HQ FLSC) for planning and running the vent; MAJ Ron Parello (3 Bde IO) for gaining the necessary approvals; the CO 2 Royal Gurkha Rifles for the use of their compound, and for a magnificent curry to supplement our BBQ; and, the 10 FSB cooks for baking the birthday cake.



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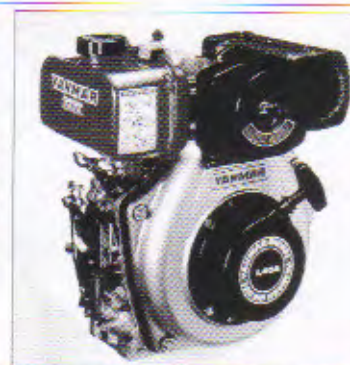
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