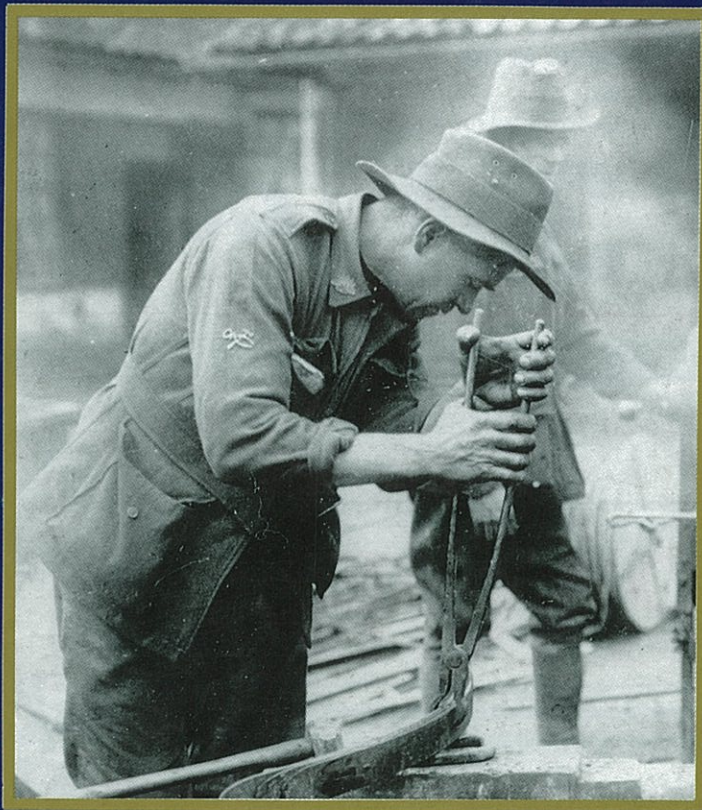


*The*  
**RAEME  
CRAFTSMAN**

THE MAGAZINE OF  
**The Royal Australian Corps of  
Electrical and Mechanical Engineers**



**MAY, 1992 NUMBER 26**

# The RAEME CRAFTSMAN

THE MAGAZINE OF  
THE ROYAL AUSTRALIAN CORPS OF ELECTRICAL  
AND MECHANICAL ENGINEERS

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## EDITORIAL

*As I take over the reins of the CRAFTSMAN magazine from LTCOL Dave Pascoe, I would like to commence by thanking him and his editorial staff for their efforts over the last year.*

**W**e have received a good range of articles for this the first edition of our Golden Jubilee year and to all contributors we extend our thanks. Please keep the articles rolling in. Now may be the right time to commence your

article for the second edition for 1992 to ensure that your unit or activity is well represented in this the Jubilee year. Endeavour to include appropriate photos which can add so much to your article. The cut off date for the next edition is 21st September, 1992.

My thanks to the editorial staff for their efforts in preparing this edition. I must make special mention of WO1 Ivan Vrankovic who has provided the editorial experience and dedication necessary to put this magazine together.

**TERRY OLDFIELD**

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Articles should be sent to:

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

**DEADLINE**

**21st September 1992**

Please Note: Photos should be coloured if possible.

**FRONT COVER PHOTO**

*One of the Corps Forefathers. An Australian Artificer at work in a 1st Divisional Workshop at Wallon-Cappel in Northern France - April 1918. More historic photos on pages 22 & 23 (AWM NEG EO2036)*

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# A MESSAGE FROM THE REPRESENTATIVE COLONEL COMMANDANT OF RAEME

MAJOR GENERAL A.D. POWELL (RL)

## A TIME FOR COMMITMENT

**T**he Corps of Royal Australian Electrical and Mechanical Engineers was founded in 1942 in the midst of the damage, chaos and uncertainties of World War 2. It was founded as a combatant Corps at the same time as was our Sister Corps in the United Kingdom and Corps in many other now Commonwealth Countries.

— The bringing together of craftsmen from various units into the one body was part of a move in the Armies of these countries as they all faced a common problem of that time. Weapons and equipment of war were in short supply as were soldiers with the training and skill to maintain them. It was recognized that by concentration of effort it would be possible to bring about new and improved methods of maintenance and repair and more speedily returned equipment to the user.

— But the roots of our Corps reach far back into early military history and we can claim a long heritage. The first Governor of NSW Captain Arthur Phillip required that artificers be included in the troops which he brought to NSW — their skills were needed to maintain the guns and rifles and also to provide much needed technical assistance in the developments of the Colony.

— Whilst equipment and technologies have changed dramatically since the time of Captain Phillip

the fundamental responsibilities of the men and women who maintain them have remained the same. These responsibilities are independent of the theatre of operation. Whether we are providing support in the deserts of the Middle East, the mountains of Korea, the jungles of Malaysia or South Vietnam or even in Australia they do not change.

— Our task was perhaps best described by Field Marshall The Viscount Montgomery to the Association of Engineers London in 1947 as he commented on the formation of our Sister Corps REME.

(The Corps) 'It 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'.

— It is the duty of every member of the Corps of Royal Australian Electrical and Mechanical Engineers to recognize and to dedicate ourselves to honour this commitment. It is fitting that we make our commitment on the 50th Anniversary of the founding of our



Major General A.D. POWELL (RL)

Corps.

— Our task is clear, the question of how is summed up I believe best by our Corps motto "By skill and by Fighting".



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## *A Message from*

# THE DIRECTOR GENERAL

*Now that our Corps has entered its fiftieth year it is appropriate that we reflect upon those past years and also attempt to make some judgments as to what the future might hold.*

**T**he accompanying message from our Representative Colonel Commandant encapsulates the past 50 years extremely well, and the soon-to-be released book "Craftsmen of the Australian Army — The Story of RAEME" provides a fine anecdotal record of the ups and downs of the Corps since it was established. I shall therefore confine my remarks to the future.

Some members of our Corps may be looking to the future with uncertainty particularly given the pace and scope of change over recent years. During the past 12 months I have often been asked, "Where are we going, and what sort of a place will there be for me in the organisation when we get there?" Although these are difficult questions there are a number of factors which should be considered when trying to derive the answers.

The first is that Army's reliance on advanced technology equipment is increasing. Clear evidence of this is provided by our rapidly expanding aviation capability, initiatives to substantially improve the mobility of the Land Force and to allow it to operate and fight effectively by night, and the introduction over recent years of a wide range of new equipment which provide either new or enhanced capabilities. This all points to a very bright future for all members of the Corps although there will be an ongoing need to review our trade structures and training requirements to make sure that they match the demands of emerging technologies.

The drive towards a fleet management approach to equipment husbandry will also result in more and more of our senior NCOs and officers being regularly exposed to aspects of equipment management which are much wider than just repair.

At one time or another in the past, we have all been critical of how Army manages its equipment assets. The fleet management approach will provide us with a unique opportunity to make a significant contribution to improving Army's equipment management practices. Our involvement in that process will provide more broadly based and enhanced career opportunities, and provide greater scope for managerial involvement at all levels whilst continuing to present us with diverse and interesting technical challenges. If we are to rise to these

challenges we must ensure that our training provides the correct balance between the need for technical mastery and managerial proficiency. These are opportunities that we cannot afford to pass up if we are to play a leading role in bringing Army's equipment management practices into the 21st century.

It is important to remember, however, that the bread and butter activity of our Corps is the repair and maintenance of Army's vast and diverse range of equipment. Improved repair techniques, modern tools and test equipment and simpler repair parts ordering and job recording processes should enable all craftsmen to do their job better. The technical mastery that the craftsmen of our Corps progressively achieve over the equipment

for which they have a repair responsibility will stand them in excellent stead as they progress through the ranks and assume broader technical and managerial responsibilities. We live in exciting and interesting times and although in the future we may do things differently to the way we have approached them in the past, it is my view that if we accept the challenges then the future for the Corps has never looked brighter.



**Brigadier J.W. KINGSTON, AM**

# WELL DONES

## Commendation Award To Mr Lyle George Wedd

On 26 Mar 92 BRIG Townley ACLOG-A presented Mr Lyle Wedd with a DCGS commendation, awarded in recognition for Lyle's efforts in developing the EMEMIC.

Lyle Wedd enlisted in the Army in February 69 and was employed as a Clk Tech in various units until he was posted to Logistic Branch of Army Office in March 82. He became a Clk Prod in June 82 and was promoted to WO1 in March 86 whilst working with MAWD and developing EMEMIC. Lyle discharged after 21 years service and stayed on in the Directorate as a civilian to continue developing EMEMIC. A short extract from the commendation reads:

*"I commend you for your dedication and commitment to this project. Your achievements have brought great credit to yourself, the Australian Public Service and the Army."*

Signed

**J.C. GREY**

**Major General**

**Deputy Chief of the General Staff**

18TH DECEMBER 1991



*Brig Townley with Mr Lyle Wedd proudly displaying his commendation*

## Artificer Award Goes to SSGT P.W. Allan

225618 SGT P.W. Allan attended the 2/90 Subj 4 (WO) Armt course at RTC in Oct-Dec 90.

Sgt Allan achieved an outstanding result, completing the course with an overall average of almost 90%.

He excelled in all aspects of the course, and showed his instructional ability to be most impressive scoring 180 marks out of a possible 200 for his Exercise "Good Oil" precis and presentation.

SGT Allan was named as the recipient of the award by the selection panel chosen by DGEME.

SGT Allan was posted to the Moorebank Log Gp at the time he attended the course and was presented the Artificer Award on the RAEME Birthday parade held at Ingleburn in November 91.

Since then, Wayne has been posted, on promotion to SSGT, to 101 Fd Wksp where he is currently serving as the Apprentice Master.

*Congratulations and well done.*

## RAEME's Great Moments in Sport

One of our most admirable sportsman, who has been painstakingly battling to be the best, is our own CPL Graham Peter Barnett from Pucka Log Bn. CPL Barnett is currently training for the cycling event for the 1992 Olympic Games, and has to date, a very impressive cycling background, the likes of which amateur cyclists can only dream about.

CPL Barnett began his training for the cycling event after returning from K'89 with 21 Const Wksp. In October 1989, he began his training by cycling 30-40 kms a day, and gradually increased to 500 kms per week. In December 1989, he began competing at Open level and made every wheel-race final for the trek (Velodrome) racing season. The highlight of the season was a second placing, by the narrowest of margins, in Australia's Richest Wheel-Race, and second in Country Victoria's 4000 mtr individual pursuit championships.

In his first road racing season, from April 1990 to September 1990, he increased his training distance to 700 kms per week. Religiously getting out of bed at 0430 hrs every morning to do 60-90 kms before work. At first, only qualifying to B-Grade, but eventually graduated to A-Grade in Victoria, where the training was to become tougher. After competing in the State Championships, CPL Barnett was selected to represent Victoria at Perth for the National Championships, but was unable to compete due to a knee injury.

By the end of the 1990/91 season Graham felt that he needed a coach, in order to move into the elite class, and perform to a peak level. Former National and Olympic coach, Ken Trowell, decided to take on the head-strong cyclist and train him professionally. With assistance from PLB, CPL Barnett trained up to 900 km per week, as well as Ergo efforts and circuit training. His goal was to ride for National Points Races, which would give him a national ranking. Of the seven Point Races CPL Barnett competed in, he had accumulated seventy-seven points, which ranked him twenty-one in Australia.

Graham went on to contest in the 1991 Golden West Cycle Tour; a race of 1000 kms in eight days. Ninety-five riders started the race and only sixty finished. Graham was the second Victorian to finish; seventeenth over-all, and only ten minutes behind the winner, Justin Grindall who is a Commonwealth Games representative.

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## WELL DONES CONTINUED

After that effort, Graham was selected for the State Squad to ride in the National Title Race, held at Gembrook, Victoria. The distance is 173kms, and if Graham obtains a good result he could be looking at a place in the 1992 Olympic Squad.

For CPL Barnett, the future holds a lot of prospects. He now has his sights on the Olympic Squad, and failing that another chance at the National Squad. The entire unit of PLB is right behind CPL Barnett, and are doing as much as possible for him to pursue his Olympic dream. I'm sure the rest of the Defence Force is right behind him as well, and all wish him the best of luck.

**Ed: The Director General and all members of the Corps wish CPL Graham Barnett all the best in his quest for Gold.**



### 1991 1MD RAEME Craftsman of the Year to CFN Waters

Craftsman Waters enlisted on 2 Jan 87 as an Apprentice Fitter and Turner at Bonegilla. During 1987 and 1988 CFN Waters was an inter-service hockey representative.

He was posted to Broadmeadows Logistic Battalion in his third year, 1989. During this year he actively competed in the inter-area Australian Rules competition.

On 10 Jan 1990 CFN Waters was posted into 106 Field Workshop where his performance in all unit activities have been completed with professionalism and enthusiasm.

1991 has been a busy year for CFN Waters in that he has successfully completed the following courses:

- Fitter Armament Maintenance Techniques
- Light A Vehicle Armament Maintenance
- Bn Weapon Maintenance

*He is pictured being presented with his award by Brigadier Kingston at the 1991 South Queensland RAEME Birthday in Oakey.*

### 1991 Brigadier H.L.C. Martins OBE, Memorial Encouragement Award to CPL Sutton

CPL Sutton enlisted into the Army on 15 January 1980 as an Army Apprentice Vehicle Mechanic at the Army Apprentice School. Graduating in January 1982 he continued his training at 2 Base Workshop Battalion until September 1983 when he was sent to 18 Transport Squadron in Sydney.

From Sydney, CPL Sutton was then posted to 102 Field Workshop and later 8/9 Royal Australian Regiment, where in 1988 he was promoted to the rank of CPL. After 3 years with 8/9 Royal Australian Regiment, CPL Sutton was sent to his

current location, 106 Field Workshop in Brisbane.

CPL Sutton's professionalism, hard work and diligence has been constantly displayed through high results not only in trade courses, but also in military courses, recently earning the Student of Merit on the 4/91 Subject 1 Sergeant Course.

CPL Sutton was presented with his award by Brigadier Kingston, DGEME at the 1991 South Queensland RAEME Birthday in Oakey.



### 1991 Lieutenant Peter Jennings Award to LT Mark Fishburn

Young Officers of the Corps strive to follow the example set by the late Lieutenant Peter Jennings, to be the best Junior regimental Officer.

Lieutenant Mark Fishburn is the fourth RAEME Officer to win the award first presented in 1988.

*He is pictured being presented with his award by Brigadier Kingston at the 1991 South Queensland RAEME Birthday in Oakey.*

### Regimental Award RAEME — 1991

WO2 McIver has been this unit's Contract Repair Officer for approximately 8 months, and during that time he has carried out his duties in a thoroughly professional manner. During that period he has also taken on the responsibility of Apprentice Master, supervising up to 12 apprentices of varying trades. His ability to communicate with Civilian Contractors has been a great asset as is evidence by the increased quality of work being produced. WO2 McIver is an extremely reliable Warrant Officer who can marshal his resources to always produce work of a high standard. Since being with the unit, WO2 McIver has served as the SGT I/C Vehicle Shop and the Contract Repair Officer/WO I/C Workshop Services. WO2 McIver has earned the respect of subordinates, peers and superiors through his trade expertise, military knowledge, conduct, dress and bearing, and above all, his co-operation and willingness to pass on his wealth of



## WELL DONES CONTINUED

knowledge. Extra Regimental appointments have been Sgts' Mess Treasurer and Unit Apprentice Master.

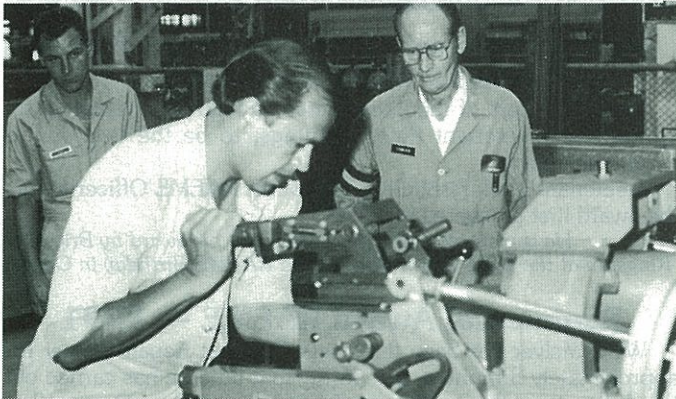
*He is pictured being presented with his award by Brigadier Kingston at the 1991 South Queensland RAEME Birthday in Oakey.*

### Australia Day Medallion Awarded to Mr Arthur Cowles

For the past 23 years RAEME soldiers passing through Armament Wing, RAEME Training Centre, have benefited from the knowledge, experience and communication skills of Arthur George Cowles.

Arthur retired from the British Army in July 1969 with the rank of Warrant Officer Class One, after a career of 25 years. In August 1969 he joined the Australian Army and was posted to Armament Wing as an instructor, later becoming the Wing Artificer Sergeant Major and again attaining the rank of Warrant Officer Class One.

Mr Cowles elected discharge from the Australian Army in April 1984 at age 54, and joined the Public Service in May 1984 as a Technical Instructor at Armament Wing, a position he continues to hold.



*Pictured is Mr Cowles conducting a Terminal Test on Mr Van Haeften of Brisbane Logistic Group on the 1/92 Field Artillery Maintenance Course. CFN Hunt of 8/12 Medium Regiment is looking on.*

Mr Cowles instructs tradesmen of all ranks in the repair and maintenance of all in-service artillery and in this field he is regarded throughout the Army as 'the best there is'.

Since 1985 he has played a vital role in the Introduction into Service of the new 105mm Hamel Gun, where his input into the Maintenance Evaluation, maintenance instructions and training requirements has been invaluable.

Arthur was awarded an Australia Day Medallion in 1992 in recognition of his contribution to the Services over almost fifty years. He has earned the appreciation of a generation of Army tradesmen and the respect of all those who have known him.

### National Craftsman-of-the-Year Award

The Craftsman-of-the-Year Award is given to the outstanding Craftsman within the Corps. It is open to all ARA and Reserve RAEME Craftsmen and is awarded to a member with outstanding trade and regimental qualities and whose involvement in extra-curricula activities brings credit to him/herself and to the Corps.

*The winners for 1991 were:*

ARA 324654 CFN J.T. O'Brien from 7 Log Coy (Vehicle Mechanic)

ARES 4100232 CPL P.J. Reynolds - 107 Fd Wksp (Recovery Mechanic)

## The Junior Regimental Award - RAEME To SGT G. Anderson 3 BASB Field Workshop

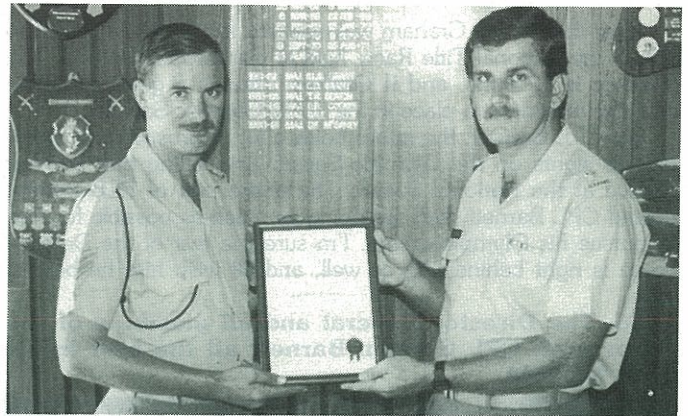


Photo shows 322378 SGT Glenn Anderson being presented the Junior Regimental Award - RAEME by MAJ Dave McGahey.

The award was presented after SGT Anderson gained student of merit by being the most outstanding student on the 90/91 series of Subject 2 for SGT RAEME courses.

### Soldier Shines through in World Diplomacy Stakes

Recently on the Australia Day long weekend, 77 'Diplomats' from around the globe gathered in Canberra to deal, double deal, negotiate and to declare war. Although these events were limited to the board game Diplomacy, all competitors participating in the World Diplomacy Conference III, felt the pressures that the game re-creates.

The World Champion of the board game 'Diplomacy' for 1992 is CPL Steve Gould of 16 Air Defence Regt Workshop, the only member of the ADF that competed. When asked about his win, CPL Gould said "I was amazed and pleased by the result, the standard of play was very high". This year was the first year the Championship was held in Australia, and it drew competitors from overseas countries such as France, New Zealand, Germany, England and the United States.

The game Diplomacy originated in the United States about 30 years ago. The game is played by seven players who represent the major European powers of 1901. The game is played without dice, and revolves around how well you can negotiate with the other players, on your way to controlling half of Europe with your armies and fleets. Negotiations are sometimes very tense, with bargaining and deceit playing a significant part in the game.

Asked if his Military training gave him an advantage, Steve replied "Not really, a Corporal in RAEME doesn't get to order armies and fleets around very often." On his future as a diplomat, Steve said, "Well, Napoleon was a Corporal once".



*CPL Gould (centre) demonstrates his negotiating skills to LT Fry and SGT Minato*

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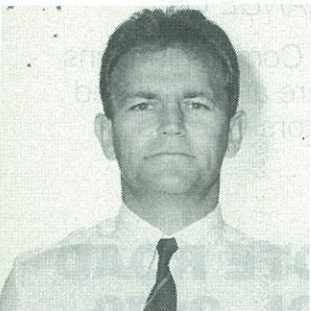
Regiment No: 1203591  
 Name: WHARTON  
 Mark Stanley  
 DOB: 6 April, 1954  
 Date Substantive: 1 Jan. 1992  
 Posting: SO3 Trade  
 Structures  
 DGEME Log  
 Div (AO)  
 Posting Date: 1/92



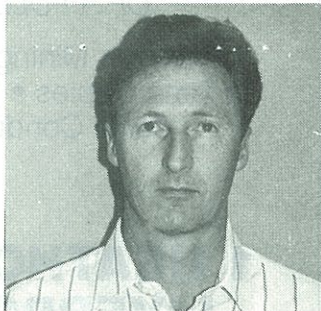
Regiment No: 39876  
 Name: WHATMAN  
 Warren John  
 DOB: 11 July, 1950  
 Date Substantive: 1 Jan. 1992  
 Posting: SO3 Acft  
 HQ Log Comd  
 Posting Date: 1/92



MAJ-GEN David McLaughlin (being assisted by the recipient's wife Maree) presents CAPT Mark "Moose" Wharton his commission.



Regiment No: 220168  
 Name: WILSON  
 Raymond John  
 DOB: 12 Oct., 1953  
 Date Substantive: 1 Jan. 1992  
 Posting: Trg Offr  
 Moorebank  
 Log Gp  
 Posting Date: 1/92



Regiment No: 243375  
 Name: COULTER  
 Geoffrey James  
 DOB: 28 Mar. 1947  
 Date Substantive: 1 Jan. 1992  
 Posting: Proj Offr  
 HQ Log Comd  
 (AF)  
 Posting Date: 1/92



Regiment No: 324366  
 Name: LEEMAN  
 Peter  
 DOB: 6 March 1948  
 Date Substantive: 1 Jan. 1992  
 Posting: SO3 Rdr  
 MEA  
 Posting Date: 1/92



Regiment No: 56364  
 Name: SNEDDON  
 Robert James  
 DOB: 21 Apr, 1953  
 Date Substantive: 1 Jan. 1992  
 Posting: QM  
 Army TAFE  
 Posting Date: 1/92



Regiment No: 1203315  
 Name: ERNST  
 Garry Keith  
 DOB: 4 April, 1953  
 Date Substantive: 1 Jan. 1992  
 Posting: Veh Wksp  
 Adviser DCP  
 (AC) Vanuatu  
 Posting Date: 1/92



Regiment No: 62138  
 Name: KELB  
 Alan  
 Raymond OAM  
 DOB: 20 Sep, 1953  
 Date Substantive: 1 Jan. 1992  
 Posting: Coy Comd  
 Army TAFE  
 Posting Date: 1/92



Regiment No: 62417  
 Name: STEWART  
 David John  
 DOB: 25 Jun 1955  
 Date Substantive: 1 Jan. 1992  
 Posting: TDO  
 RAEME  
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# From NUI DAT to Gallipoli The 106th Field Workshop

by Captain S.A. THOMAS, 2IC/OPSO

## Introduction

106 Field Workshop is currently situated in Gallipoli Barracks, Enoggera and is about to experience the introduction of the Ready Reserve. In May of 1991 the unit moved from Coopers Plains to new facilities at Enoggera. With the move came a change in command status from a direct Divisional command unit, to under command 6 Brigade. These changes may appear significant but they are yet another chapter in a turbulent unit history.

There have been many key players in the continued operation and administration of 106 Field Workshop and information gathered for this article has been obtained from many of those people. I will apologise now for any minor errors in fact but where possible the information provided has been gathered from those people previously posted to the unit.

## Background

106 Field Workshop was officially raised at NUI DAT in South Vietnam (SVN) on 1 Nov 68 to provide field repair and recovery support to the 1st Task Force (1TF)

1TF was initially lodged at NUI DAT during the first half of 1966 as a two battalion formation. A field workshop was not included as a theatre manpower minimisation procedure. This situation continued until late 1968 despite the addition of both a third battalion towards mid 1967 and an armoured squadron, supported by its own specially raised squadron workshop, in late 1967.

The 1st Australian Logistic Support Group (1 ALSG) was also lodged at VUNG TAU during the first half of 1966 to provide logistic support to the Australian Force Vietnam (AFV). A field workshop was included in its organization to provide RAEME field level support to the AFV. The initial workshop was 101 Field Workshop replaced on rotation by 102 Field Workshop in 1967.

The provision of field repair support to 1TF from 1 ALSG (separated as they were by some 25km of insecure road) had its problems from the outset. These problems were exacerbated during



106th Field Workshop, Vietnam

1967/68 due to the build up in the AFV, particularly the 1TF.

To partially offset some of the problems, the majority of RAEME unit workshops/LADs in the 1TF were given additional manpower on establishment to undertake some of the field repair workload. This situation led to a lack of control and dissipation of scarce RAEME manpower, field repair level assemblies and specialist tools. Additional problems arose during early 1968 as it became apparent that the recently arrived armoured squadron/squadron workshop combination had operational and administrative problems.

Consequently it was decided by mid 1968 to reorganise RAEME in the AFV. A number of changes resulted including establishing a separate field workshop to support 1TF (known as 106 Field Workshop and, at the AFV, a basis EIS (MAS) capability).

All but three of the future members of 106 Field Workshop were posted intra-theatre from their existing units. The three members posted direct from Australia were the OC, AO and QM. The posting of personnel in theatre to 106 Field Workshop was dependent upon the

availability of working and living accommodation at the unit, AFV workload and the availability of specialist tools and repair parts.

*The manpower impact on units in the AFV and the approximate movement timetable for the personnel were:*

- a. 1 ALSG – 102 Field Workshop and Stores Section: 162 pers to 102 pers – mid Nov 68 to late 69;
- b. 1TF – 1 Armoured Squadron Workshop and Stores Section: 96 pers to nil – 1 Nov 68;
- c. 1TF – C Squadron Sect 1 Armoured Regiment LAD: Nil pers to 36 pers – 1 Nov 68;
- d. 1TF – Unit workshops/LAD's/ attached EME: reduced by 19 in early Nov 68 to mid Dec 68;
- e. 1TF – 106 Field Workshop and Stores Section: Nil pers to 134; and
- f. HQ AFV – EIS (strength 5 pers) also raised.

106 Field Workshop was allocated, with some expansion, the working area of 1 Armoured Squadron Workshop. It was the only practicable site. It contained five wooden buildings spread out over the area built for the squadron workshop use.

## 106 FIELD WORKSHOP — CONTINUED

The major structure was the large and very high tank workshop building (naturally termed "The Opera House").

Elements of the 1 ASLG based construction squadron carried out the construction of buildings, hardstanding, roads, drainage, ablutions, and installed services. The buildings were selected from a range of US sources. The construction phase was largely completed by early Dec 68.

Unit personnel were responsible for all other development including local defences, internal development of production, storage and administrative buildings, internal tracks including duck boarding and sports area. A major and onerous task, largely carried out by ex-members of 1 Armoured Squadron Workshop was the construction of flooring and sandbagging of the accommodation tentage.

The over-riding requirement during the initial three month development phase was that full RAEME support to the AFV had to be maintained. This was achieved largely through both the extensive support and co-operation given by all RAEME formations/units and the large number of additional hours worked by 106 Field Workshop Stores Section personnel.

Support for C Squadron 1 Armoured Regiment LAD Section was provided by 106 Field Workshop from 1 Nov 68. This included forward repair teams for such tasks as engine and suspension station replacement in the field. The unit commenced accepting some of 1TF workload in mid Nov 68 with full work loading being complete by the end of 1968.

An advanced workshop detachment was established in Jan 69 for the support of major 1TF operations remote from the task force.

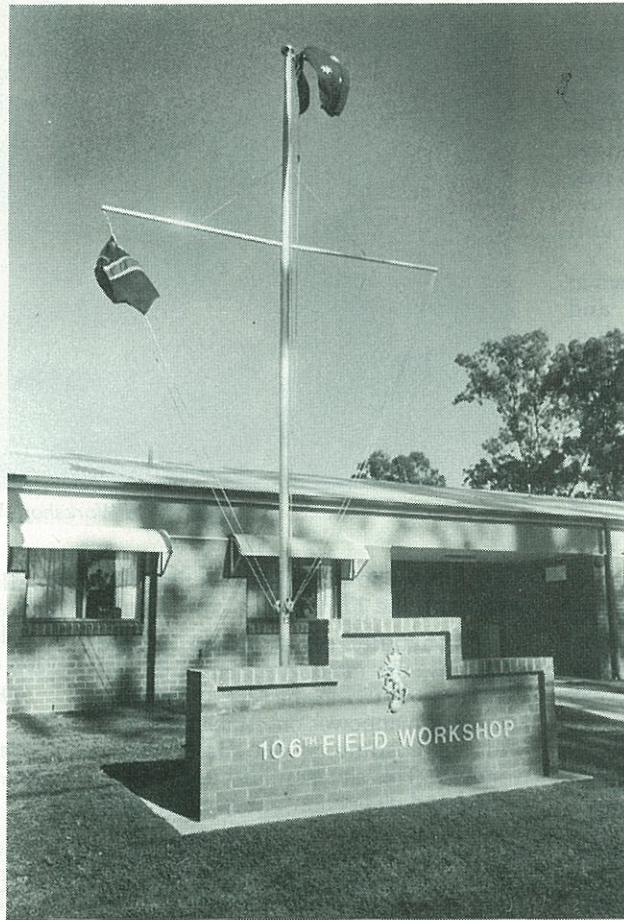
The workshop was responsible from the outset for its own local defence within the revised 1TF defence plan. All movement outside the 1TF perimeter was not secure. Commencing in Dec 68 in order to reduce this load on the 1TF combat units, all 1TF logistic units were involved in providing some of the 1TF area defence patrols. These patrols were of two to four day duration. 106 Field Workshop provided the first of these patrols and subsequently met about half

of the logistic units patrolling load.

**NOTE:** The above information was gathered from COL W.I.N.S. Hicks-Hall RL, the first OC of 106 Field Workshop. COL Hicks-Hall was posted to raise the workshop in mid Oct 68 and very reluctantly left on posting to HQ AFV in Saigon on 1 Feb 69. COL Hicks-Hall describes his time with the workshop as the most interesting, exciting, tiring and above all rewarding period of his service career.

### Post Vietnam

The workshop returned to Australia in



New HQ 106th Field Workshop

in 1972 and was placed at Bandiana where it assumed a field training role as part of the RAEME Training Centre. The workshop was later disbanded in 1974 to become the Field Training Wing of RTC where the Army TAFE is now established.

### D'Armour Barracks

106 Field Workshop was re-established at D'Armour Barracks, Coopers Plains on 1 May 1981. The equipment and personnel of the 1st Medium Workshop which was concurrently disbanded formed the

nucleus of the new workshop establishment.

The suburb of Coopers Plains in Brisbane has had a long and involved relationship with defence personnel. The suburb was in fact named by Moreton Bay's Penal Settlement's Commandant, Captain Patrick Logan, in early 1826 after his Regiment's Medical Officer Dr Henry Cooper. Cooper's clientele were prisoners and soldiers of the struggling penal colony.

In 1942 the American Armed Forces established a huge presence in Brisbane and particularly in Coopers Plains where they constructed huge "igloo" looking stores sheds. The US Forces used the area as a tyre retreading workshop, a large motor wrecking pool and a huge stores area.

Towards the end of 1945, the Australian Infantry Forces took control of the barracks. The area over the years was to be used as storage for such things as Bailey bridging, refrigerators, pontoons, work boats, sand bags and a mobile sawmill.

The barracks was officially named D'Armour Barracks by the then OC Major George Mullins, some time in 1968. At that stage the barracks was occupied by an Engineer Stores squadron but later was taken over by the Ordnance Corps around 1973.

106 Field Workshop was to be the last Army unit to reside at D'Armour Barracks as the land was required by the State Government for low cost housing. The workshop was to spend only ten years at Coopers Plains being relocated to Enoggera on 1 May 91.

LTCOL R.G. Green (OC 106 Field Workshop during 1991) had the unfortunate job of closing D'Armour Barracks and handing the land over to the State Government.

### Gallipoli Barracks

LTCOL R.G. Green did however have the pleasure of moving the workshop to the new and very modern facility within Gallipoli Barracks, Enoggera. The new workshop was officially opened by MAJGEN P.M. Arnison, AO, COMD 1 DIV on 14 June 91.

Like any new Army facility, years of detailed planning and many hours of negotiations and painstaking facilities proposals had been written and rewritten. In the case of the workshop facility at Gallipoli Barracks, due credit must go to LTCOL B. Cramp (Then OC 106 Field Workshop), MAJ D. Gillot

## 106 FIELD WORKSHOP — CONTINUED

(Then 2IC/OPSO 106 Field Workshop), CAPT J. Totman (Then QM 106 Field Workshop) and WO1 J. McMaha (Then ASM 106 Field Workshop) for their hard work and effort that inevitably produced the new facility now occupied by the workshop.

### Construction

The construction was substantially paid for by the sale to the State Government of the Coopers Plains site. All design work was completed by the Australian Construction Service.

Although the original estimate for the construction was \$5 600 000.00 the total cost after completion was \$4 634 000.00.

The site covers an area of approximately 67,500 square metres with an approximate 6,000 square metres of covered work area.

### A New Start

The workshop arrived at Gallipoli Barracks relatively intact in May 91 and began to make a name from the outset. Although still a direct command Divisional Unit the workshop was to

quickly feel the pressure of being located within a Brigade environment. The workload both on the workshop floor and in the Headquarters has increased dramatically. In particular, participation in Brigade sporting activities.

*Some of the outstanding team and individual successes for the workshop in the first six months of its new home were:*

- a. Winning the SEQLD Non Inf Mil Skills Competition, this included beating all 6 BDE teams and Div Troops teams;
- b. CPL Sutton – Winner of the BRIG Martins Memorial Award;
- c. CPL Reynolds – Student of merit on the 5/91 SUBJ ONE SGT CSE (LWC Det Enoggera);
- d. CPL Sutton – Student of merit on the 4/91 SUBJ ONE SGT CSE (LWC Det Enoggera);
- e. CPL Richards – Student of merit on the 2/91 SUBJ ONE SGT CSE (LWC Det Enoggera);
- f. CPL Moignard – Best Drill Instructor Award 1/91 SUBJ ONE SGT CSE (LWC Det Enoggera); and
- g. CFN Waters – CFN of the Year 1 MD.

You can be forgiven for assuming that the workshop could now settle into its new facility and work away uninterrupted for many years. Wrong! The demise of the Divisional Arms and Services and the disbandment of the COMD Div EME Staff (The second formation that LTCOL

Green had closed in as many months) saw the workshop become a direct command 7 BDE workshop.

Want more changes? The trial of the 6 Brigade Administrative Support Group (6BASG) saw the workshop deploy to Shoal Water Bay Training Area (SWBTA) for four weeks in November and conduct 2nd line repair and recovery operations under command of the CO 7 BASG. An interesting exercise with many lessons learnt.

### The Road Ahead

The workshop now faces another year with still more challenges and changes ahead. Under the command of the new OC MAJ K. Alexander the unit now faces the changes of manning and equipment to begin the Ready Reserve implementation. This should prove to be a demanding year with training of the Ready Reservists as a priority.

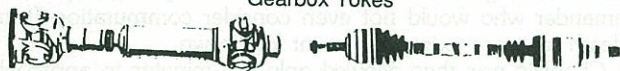
The workshop has now gone to war establishment and awaits the arrival of the first 45 ready reserve march-outs from 1 RTB in May this year.

Finally, the workshop is currently under consideration to take on the LSG support role with an increase in ARA manning of some 63 positions.

Well ... Did I say that the current changes the workshop is experiencing are nothing to compare with our turbulent history? I lied!!!

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# Museum Report

## "The Fossil"

Whilst reading through some original AEME newsletters the following story was discovered and, it seemed, appropriate that in this our 50th year that perhaps we should reflect on our beginnings.

## COURAGEOUS EXPLOITS OF TWO PW MEMBERS OF AAOC WORKSHOPS – MALAYA

BY LTCOL L.R.D. STAHL

**The story of Jones and Brown is one of the many epics of the AIF in Japanese hands. These were two of the very first attempts at escape and led to a very dramatic "finis".**

Their execution was staged as an attempt at intimidation against the whole of the British and AIF Forces in prison in Malaya and as an attempt to force them to sign a "no escape" document. The detail of their escape and execution outlined hereunder gives the sequence of these events.

In May, 1942, these two men were working on construction of a Japanese Shrine which, at that stage, involved the removal of the entire top of the hill in the rear of BUKIT TIMAH.

This was being done by chunkuls and small baskets by the prisoners. A commanding view of the countryside was obtained from this elevation and they were in a position to see small Chinese and Malayan fishing craft moored in the mouth of the Durong river. Thus the genesis of their plan of escape was formed.

Help was obtained from pals very quietly but this did not consist of more than a few small handfuls of rice and odd bits of food as all were on very short rations. They seized a boat, after a hazardous trip to the Durong river one night, and actually rowed 200 miles in a southerly direction. They had been unable to obtain a sail and under the blistering tropical sun the effort was very exhausting.

At this juncture they landed on a small island in an endeavour to recuperate and find some shellfish or coconuts for food, and obtain water. The head native, however, secretly informed a Japanese patrol which was situated on an adjoining island with the result that Jones and Brown were taken away.

Owing to the fact that Jones was seriously ill with malaria he was placed in a Japanese hospital and given some treatment. He and Brown, however, escaped from this and had the superb nerve to hide in the building immediately next door, which happened to be vacant, instead of on the sea shore and in its vicinity where the Japanese patrols hunted high and low for them.

Jones urged Brown to make his escape and leave him. This Brown refused to do.

Owing to Jones' condition, it was then resolved to give themselves up again – Brown sticking by Jones. They were then brought to Singapore and Jones, still seriously ill, was placed in the hospital being run within the prison camp by British and AIF medical officers. Brown was segregated in an Indian camp nearby.

When the British and Australian troops steadfastly refused to sign the "no escape" document and were imprisoned in what is known as the "Changi Square incident" (15,000 being forced into an area of about 7 acres, including the squarages of the buildings giving shelter, and surrounded by machine guns and

subjected to threats of immediate drastic action if the forms were not signed), the Japanese apparently decided to further force the issue by a public execution of these two escapees together with two English lads.

On the night of 1 Sep 42 a Japanese staff car pulled into the hospital and despite the fact that Jones was in bed in his pyjamas under medical attention, ordered him out and drove away.

The next morning he, Brown and two English lads were executed with certain British and Australian Formation Commanders and other officers as witnesses.

The Japanese Commander stated that further executions would take place daily until compliance of their orders that the "no escape" forms should be signed.

The manner of the death of these lads is equal to the best traditions of British soldiers of all time.

Jones was a very forceful personality and forthwith refused to have his eyes bandaged, the others immediately following suit. Jones had previously pleaded with the Japanese Commander to commute the sentence of Brown, pointing out that Brown was subordinate in rank to himself and that Brown had acted in his escape under his, Jones, orders and that he took full responsibility for Brown's participation.

This noble gesture was turned down by the Japanese Commander who would not even consider commutation from the death sentence to imprisonment for Brown.

A Chaplain was then allowed only five minutes to approach the four lads, obtain their messages for home and say a few words of prayer with them. He spoke to each of them and found each one steadfast and unafraid. He had just knelt down and said a few words of prayer with them when the Japanese ordered him away immediately. He endeavoured to remain to obtain their messages for their home folk but the Japanese said they intended to fire without further delay. The Chaplain gave the boys a blessing and got out of the way.

The Japanese then levelled their rifles at a short distance but did not fire. Jones had pulled a Pocket Testament from his pocket and opened it up and was reading a passage of which he was fond. He looked up at the waiting Japanese and said "Why do you not get on and fire. We are quite ready" and commenced to re-read his Testament.

The Japanese then fired and, in the opinions of eye witnesses, deliberately fired at parts of the body which were not vital. However, within a few shots these brave lads were out of their misery.

They had been saluted by the officers present as witnesses who were greatly affected by the extra-ordinary brave and cool demeanour of the four lads, and by the whole episode.

Contrary to the expectations of the Japanese, the executions hardened the attitude of the thousands packed in the Changi

## MUSEUM REPORT — CONTINUED

Square rather than causing any weakness and offer to sign the "no escape" form.

However, at this stage, dysentery, diphtheria and other diseases, coupled with the shortage of water, shelter and food indicated that within another two or three days there would probably be a death rate amounting to thousands and on the urgent advice of the medical people, it was decided that the "no escape" form should be signed. It was pointed out that it really meant nothing morally or legally as it had been signed under duress and the Commanders assured all that their honour was in no way involved under such circumstances.

First of all in a bold attempt at escape, the enduring of tremendous hardship before capture, and secondly in facing up to their deaths in the manner described, Jones and Brown together with the two English lads had a great effect on the whole of the PsOW, stimulating their fortitude to meet their own desperate conditions. Each of these behaved wonderfully in the crisis and Jones in particular stood out as a dominant personality. He was a brave, Christian gentleman caring for his comrades as well as himself.

Ordnance functioned then as the Australian Army Ordnance Corps and there was no differentiation between Ordnance and Workshops. These, of course, have since been disassociated into Ordnance and AEME. The Corps as a whole is proud of the action of these two men and its traditions have been enriched. There are stories of many other Ordnance and Workshop personnel who also performed great acts of bravery and who generally helped the community in its adversity during the period of imprisonment.

These brave men were reburied in the AIF section of the Changi Cemetery.

The names of the soldiers referred to are, for obvious reasons, fictitious.



## OBITUARIES

*It is with deep regret that we announce the deaths of the following corps and ex-corps members.*

**3207417 CFN Simon Ronald Goldsmith of Army TAFE passed away on 4 Dec. 91.**

**35303 MAJ O.A. Robinson an ex member who served in the corps for 30 years passed away on 31 Oct. 91**

**3804905 CFN Julia Marie Scutti of Army TAFE, died on 8 Mar 92.**

**177440 CPL Peter Charles Mitchell of 26 Transport Squadron killed accidentally on 29 March. 92.**

*The Director General BRIG J.W. Kingston AM and all members of the Royal Australian Corps of Electrical and Mechanical Engineers extend their sympathy to the families of the deceased.*



## DEPARTMENT OF DEFENCE

10 December 1991

Lieutenant Colonel D.N.F. Pascoe  
Editor  
The RAEME Craftsman  
J-4-05  
Russell Offices  
CANBERRA ACT 2600

*Dear Sir,*

I take exception to the report on 7 shop, Engineering Company Bandiana Logistic Group on page 34 of The Craftsman November 1991. The author saw fit to make comments which are purely subjective and do not necessarily reflect the actual situation. In these times of economic hardship, logistic redevelopment and other changes, it is important for us all to get along with each other and not make remarks which have no basis of truth.

I am "a boffin" myself and, for the "EIR" organisation of Bandiana Logistic Group to imply that all "boffins" have significantly higher IQs than the other, highly skilled officers, artificers and tradesmen of our Corps, is bordering on ridiculous.

The other reports in the subject article are well written and objective without the derogatory comments present in the 7 Shop Report.

I feel that the article and, therefore, the Magazine and the Corps as a whole would be better off without the leading paragraph in the subject report.

On a brighter note, many of the other articles are excellent; I particularly enjoyed "The Chronicles of RAEME".

*Yours faithfully*  
MAJOR J. HERON.

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# EXERCISE KEDERNATH

by CAPT Michael KILCULLEN, RAEME

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**On the 18th September 1991, twenty one intrepid men and women from the Australian Defence Force left Australia for India to participate in the historic Exercise Kedernath, a joint Indian Australian trekking and mountaineering expedition which aimed to climb Mt Kedernath in the Garwal region of the Indian Himalaya.**

Seven RAEME members were amongst the Australian team — LTCOL John Trevivian, LTCOL Naresh Malhotra, CAPT (then LT) Mike Kilcullen, CPL Lance Einam, CPL James McKenny, LCPL Len Mitcham and CFN Alan Donovan. This is a personal account of CAPT Kilcullens experiences in India.

The aim of the exercise was to develop closer relations between members of the ADF and the Indian Army and to conduct an adventurous training activity overseas with a high element of risk.

The Australians were divided into a climbing team and a trekking team. The climbing team consisted of six members, four military including two RAEME and two civilians; MAJ Zac Zaharias, RAE, CAPT Brian Morrissey, RAInf, LT Mike Kilcullen, RAEME, CPL Lance Einam, RAEME, Mr Bob Killip and Mr. Nevin Agnew.

We arrived in India after a horror flight across from Bangkok at two am to be met by the Defence Attache from the Australian Embassy, CAPT Robert Dagworthy RAN. We were soon installed in the Taj Palace Hotel and catching up on the sleep we had left behind over the ocean. The next two days saw a frantic round of food and equipment purchasing in the crowded Delhi markets while the team leaders negotiated all manner of details from porters to saucepans and rice.

The climbing team left Delhi by bus on 21 Sep and were soon racing through the countryside. The sheer terror of a bus trip in India can only be experienced. Here is a whole country which has foregone the use of REAR VISION MIRRORS. An overtaking driver will instead rely on continuous use of the horn to signal his intentions. These

passes are always timed to coincide with the approach of a much larger vehicle and a terrible head-on collision is usually avoided narrowly. Usually.

We wound our way through the flat, green countryside which was,



Mike Kilcullen and Yadau on Summit Mt Kedernath

surprisingly, teeming with Indians. The sheer mass of population in this country stirs up a perennial dust cloud which hovers over the endless Indian plain like a blanket of fog. At the end of the first day, after 12 hours in the bus, we had travelled 150km – an average of 12.5 km/hr.

After three days of this rolling joy we arrived at our destination. The road ended at the town of Gangotri where we would start our two day trek to base camp. Gangotri is at an altitude of nearly 10 000 ft or 3200 m and the climbing team began to notice the effects of altitude. Here we had our first meal with the full Indian team of 10 climbers and one doctor. The language barrier between the Hindi-speaking Indian soldiers and ourselves was surmounted in the usual way, smiling gestures and hand signals. The Indian soldiers were fit and well acclimatised due to the long periods they spend at high altitude on operations.

A two day hike along the pilgrim trail from Gangotri took the team past the

source of the Ganges at Gaumukh. The expedition located its Base Camp at Tapovan above the glaciers nose at an altitude of 4460m. The erection of a large tent at altitude after a long day hiking is an interesting study in group dynamics. In simple terms, altitude starves the brain of oxygen which is akin to the effect of a hangover without the enjoyment of a party. Any task is a challenge until the body acclimatises.

For four days we allowed our bodies to get used to this new lack of air. On 30 Sep the team set off for advance base camp, located amid the towering peaks of Shivling, Meru, Brigupanth and Kedernath. It was from here, two days later, that the expedition split into two climbing teams due to the differing levels of fitness, rates of acclimatisation and the amount of resources on the mountain.

Team A consisted of four Australians (Zac, Brian, Bob and Nevin) and four Indians and progressed up the mountain two days ahead of Team B. Team B consisted of Lance and the six remaining Indians and myself. From Camp One at 5000m the serious snow work would begin. We watched Team A climb away from Camp Two on a brilliant sunny day. Nine hours later they had disappeared into the afternoon band of cloud and could not be seen again that day. During the evening contact with Zac was made and he related the dramatic events of the day. Only N.D. Sherpa and Zac had made the summit after the long day plugging steps through the steep snow. During the descent ND had triggered a slab avalanche which swept him down the gully above Camp Two, dumping him two metres from the tent.

The following day we passed a weary Team One descending from Camp Two to ensure a greater chance of summiting.

## EXERCISE KEDERNATH — CONTINUED

The eight members of Team Two were soon whittled down to three as one group then another turned around due to slow progress or fatigue. Six members spent the night of 8 Oct at Camp Two and the next morning three climbed up while three climbed down. Gurjant, Yadav and myself spent a long slow day slogging up the slope in an attempt to pitch Camp Three as high as possible. On 10 Oct we set out on what was to be the final six hour push to the summit.

At this point it is prudent to explain the concept of turn-around time in climbing. We were equipped for a day climb to the summit and back only, so if we travelled slower than expected a time was set by which if the group had not summited we would return.

Progress this day was slow and by midday when the afternoon cloud rolled in the team was only halfway to the summit. On we climbed, oblivious of the time of day, until we made the summit at 1720. There we posed for the obligatory photos and then ... the sun was so low in the sky and we finally realised we had not been monitoring the time. We descended with all the speed the snow and our fatigue would allow until, when we reached the approximate area of the tent, we were benighted. Further descent at night would have been too dangerous but the alternative was a night in the open with little or no protection.

Yadav decided he could locate the tent with his torch, and failing this continue to Camp One which was over one vertical kilometre below us. Gurjant and I would go no further in the dark, so we dug a hole into the snow and settled to sit out the night. The main danger from an evening in the open at this altitude and temperature is falling asleep! The body's metabolism slows down and eventually stops without waking the victim. After instructing Gurgent to continually talk to me I settled back into the snow and



Rear: Left to Right: Nevin, Bob, Brian. Front: Left to Right, Mike, Zac, Lance, The Aussie Climbers

promptly fell asleep. Gurgent woke me and the realisation that I had been asleep was enough to force me awake for the rest of the night.

The next day we both stood and watched the dawn break, praying to our individual gods to speed the sun on its track across the sky. By the time it hit us and we began to descent again, I was sure I knew where the tent was. Sure enough, over a small serac, the tent was nestled not 100m away from our bivvy hole. After gaining the tent the day was spent sleeping and trying to rehydrate.

Meanwhile our movements were observed from Camp One and the climbers there determined rightly that we would be in need of assistance. A rescue party consisting of Zac, Bob, Mohan and CR moved up and reoccupied Camp Two. On the morning of 12 Oct, after several abortive attempts to melt some drinking water, Gurjant and I packed up to continue our descent. As we were about to leave the comfort of the tent for what would have been a horror journey we heard the scuffing sound of someone walking through the snow. I felt a flood of relief as I saw Zac ascending the slope, closely followed by the two Indian

climbers. They assisted Gurgent down the Hill and Zac and I packed the tent and followed close behind.

The next morning we were evacuated by Army helicopter to the Bareilly Military Hospital where we were treated for frostbite and dehydration. Two further helicopter searches were made for Yadav with no result. It is presumed he died of exposure during the night.

One week later the twenty one members of the Australian Kedernath expedition left Delhi to return to Australia. I spent the next six weeks as a patient of 3 Camp Hospital at Puckapunyal, where I was treated for moderate to severe frostbite to all toes of both feet. The staff at Puckapunyal were highly professional and caring which made my recovery from frostbite as pleasant as possible.

Gurjant Singh suffered severe frostbite to the fingers of both hands. Yadav's body has not been found. The author's toes are almost completely recovered which is a testimony to the high standard of medical treatment he received in India and Australia.

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# RAEME In Tropical Paradise

by CAPT G. ERNST

## HISTORY

Prior to 1980 Vanuatu was known as the New Hebrides under, a condominium government between France and Great Britain. On the 10 July 1980 Vanuatu received independence. The country was named Vanuatu as was selected from public opinion and means literally "OUR LAND" VANUA-TU.

In 1983 the Australian Government received a request from the Vanuatu Government to provide technical support to the Vanuatu Mobile Force (VMF) and the Vanuatu Police Force (VPF). The request was approved and in 1984 a technical adviser was posted to Vanuatu.

Since its inception four advisers have filled the position. They have been:

SGT Henry Gibson, last known by the author to be at RAEME TRAINING CENTRE as a WO1

WO1 "SMILEY" Edmonds retired to tropical North Queensland.

WO1 Paul Jenkinson ASM Broadmeadows Logistic Battalion, and CAPT Garry Ernst current incumbent.

In times of need or maybe a "swan" other well known AEME personnel have helped in conducting in-country courses and training. Some of the well known identities in Vanuatu and Australia, that have helped out in a Touch of Paradise are:

WO1 John Goss, Retired.

WO1 Harley Edwards, whereabouts not known, and

WO2 Derek Charwood RAEME Training Centre.

All have left their mark and expertise in the untouched land.

## AIMS

In supporting the development of the VMF/VPF garage the Technical Adviser provides the staff with advice and assistance in the following areas:

Advice and assistance to the Transport Officer in the conduct, organisation and management of resources within the transport pool;

Offering technical and logistical advice on the procurement, management, control and accounting of stores.

Conduct technical courses to assist in the development of Ni-Vanuatu tradesman;

Advise on the suitability of technical courses available overseas to VMF personnel, and conduct selection and precourse technical training;

Providing technical advice for plant and maintenance equipment within the VMF/VPF; and

Assistance to other government departments in technical matters. e.g. National trade Testing Scheme.

## ACHIEVEMENTS

Over a six year period the VMF/VPF garage has advanced in leaps and bounds. This has been mainly due to the hard work and dedication of all advisers, also the Ni-Vanautu members have shown great aptitude to learn their trade both in-country and overseas. Many Ni-Vanuatu students have passed through RAEME Training Centre, in particular two personnel who passed the Adult Tradesman Course, and are now using that expertise in Vanuatu to train other personnel and repair older vehicles with great success. Currently one member is

attending the Metalsmith Conversion Course at RAEME Training Centre. This training will be put to good use in the repair of older vehicles on his return to Vanuatu.

In providing all the above advice and assistance, the technical adviser and the Ni-Vanuatu tradesman have been able to place back into service 11 older vehicles which would have normally been written-off. With a capital value of some 400,000 dollars, these vehicles had it not been for Australian training, would have been left to rust and deteriorate.

With the aid of the Australian Defence Force and DGEME, many items of equipment have been purchased. Consequently this small workshop in "Tropical Paradise", without a doubt, would be the most advanced in the South Pacific where RAEME support exists.

## CONCLUSION

This project has been relatively cheap and cost effective, enhancing the work of true co-operation and skill transfer. Unfortunately at the end of 1992 "RAEME in TROPICAL PARADISE" will depart the "Timeless Islands of the South Pacific", thus closing a small chapter in the development of the VMF/VPF workshop. The dedicated work of all the advisers in the past and the help of all concerned in Australia, particularly DGEME; has allowed the workshop to be localized and managed by the Ni-Vanuatu staff from the end of 1992.

As the Ni-Vanautu would say:  
"LUKEM YU BAK BAKAGEN  
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# THE ROOTS OF CECIL

## The History of RAEME Aircraft Maintenance School

Adapted from an original by MAJ R.E. HOARE

The story of RAEME Aircraft Maintenance School (RAMS) began in 1964 when CAPT 'Aussie' Hogan was detached to RAAF Base Amberley to set up aircraft training courses for RAEME tradesmen. The courses were to be developed to support the fledging Army Aviation Corps. The Aircraft Technical Training Flight as it was known opened its doors in Feb '65 with Aussie Hogan as boss and a bunch of RAAF instructors.

When the 1st Aviation Regiment and Workshop were raised in 1967 the Aircraft Technical Training Flight was renamed the Aviation Training Wing (RAEME), under command RAAF for training and Army for administration. During this period the RAAF instructors were replaced by RAEME personnel.

Between 1972 and '89 RAMS operated as Training Company, a sub-unit of 5th Base Workshop Battalion. During an annual visit, the then GOC LOG COMD MAJGEN Stein questioned why Training Company was a sub-unit and not a separate Training Command unit.

So started the origins of a new unit, but it was not without some trepidation! Note the least of this was the name. It was first suggested that RAEME Aircraft Training School might be a suitable name, however when one un-named member added Higher Institute of Technology, it was deemed inappropriate.

Finally the name RAEME Aircraft Maintenance School was accepted and on 20 Jul '89 RAMS officially commenced operations with MAJ Rocky Hoare as its first OC/CI.

Since the early days, through various name and location changes; RAMS has been responsible for training RAEME personnel in the maintenance of the Cessna (65-69), Sioux (65-69), Porter (68-91), BELL 206B-1 (71-Present), Nomad (76-Present), Iroquois and Black Hawk (90-Present) aircraft. It has also trained personnel from RAAF, RAN, Royal Thai Navy,

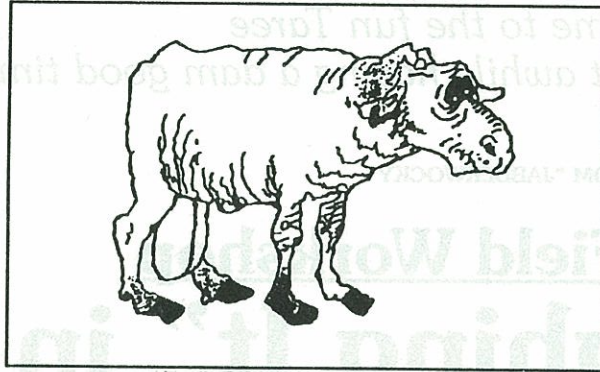


FIGURE 1 — OUR MASCOT

Royal Thai Air Force, Indonesian Navy, Philippines Air Force, Papua New Guinea Defence Force and a number of Australian government/civilian organisations.

In recent years RAMS has commenced introduction of Computer Based Training using a series of stand alone PCs connected via a local area network with laser video disk and advanced graphics to provide real simulation and training for maintenance personnel. Also in the pipeline are two Simulated Aircraft Maintenance trainers designed to teach and simulate Black Hawk maintenance.

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*“Twas brillig and the slithy toves  
Did gyre and gimble in the wabe.  
All mimsy were the borogroves  
And the mome raths outgrabe*

*He took his Field Workshop in hand  
Long time the adventure training spot he sought  
Till he came to the fun Taree  
And spent awhile having a dam good time.”*

LEWIS CARROLL  
MISQUOTED FROM “JABBERWOCKY”

## The 101st Field Workshop “Roughing It” in Taree

The time had come, a very busy year of amazingly hard work (yet hardly a challenge for the lads of 101!) was nearly over. Time to play. Time for a bit of adventure training.

Whilst the workshop was masquerading as the LSG workshop for a month in Rockhampton, LT (now Capt) Peter Coates added the finishing touches to his adventure training plan. Two weeks after returning from the Rockhampton holiday resort we were off north again, though staying south of the border this time (sniff....).

So it was that the advance party passed under the hallowed gate of the 101st. If it wasn't for the early hours there would have been throngs of well wishers to see us off, although we did have Kev the gardener cheerily waving.

Two breakdowns later, the advance party majestically swept into the unusually wet streets of thriving Taree, to be followed sometime later by the somewhat less majestic, but inspiring nevertheless, main body. The base camp was the 156th Bn Army Reserve depot. In no time the 14 x 14s were up and the Boozer was started on ... or was it the other way round?

The next day saw the start of Lt (Gen) Coates carefully planned activities.

### Water Sports

One of the most popular activities was the water sports, which included boat, a rather liberal definition of the word, building and subsequent testing. 1/2 tonne trailer floating was attempted and a flying

fox constructed.

The boat building involved imaginative use of a number of materials, fortunately including rope. These so called boats were then launched into the raging Bollocks River. Then the real test came. The “boat” was hooked up to an assault craft with outboard motor and the



The raft is launched — Rear: Cpl. Williams, Pte Cagnet and CFN Knight. Front: CFN Carbines and C. McPhee

builders desperately held on, with anxious thoughts of the design flitting through their minds.

To make things a tad more challenging, the drivers of the boat were CPL Steve “Jag or nothing” Gale and the certified lunatic, LT Gary Frost (out of the asylum especially for the driving of

the boats).

The results deterred anyone from taking up a career in boat design or releasing LT Frost from the asylum ever again. Nevertheless a fine time was had by all. The fact that two props were mangled by LT Frost leaving the anchor chain dangling and blew up an engine did not hinder the enjoyment had.

One last note: one boat was constructed by CPL “receding hairline but sexy girlfriend anyway” Gale, a Q-ey, and his fellow driver Mr Frost, an officer, in 30 min. The other was fixed by a committee of WOs and LT, the infamous WO Shaky Shanahan, the spanking WO Sid Siddell, and the stromping LT Lanaway in two hours. Too many cooks...

### Vegetation Sanctuary Construction

A less enjoyable, yet rewarding, activity was the construction of tree shelters. The actual tree house, I mean natural envired CP, construction was

fine, it was the route march up a mountain to get there that wasn't appreciated. Many hours later, what originally looked like a tree, looked like a tree, but! a CP was now hidden amongst the branches. Amazing. It was going to be hard to beat this activity in terms of ball tearing fun. Yet, the next activity did just that.

## ROUGHING IT IN TAREE — CONTINUED

### Abseiling, Rock Climbing, School Girls

The last group activity was the compulsory abseiling. To add a professional aspect, the skills of LT Whiting, of 134th Scrotal supply Coy, were utilised. The location was a rocky peninsular, on one side a steep but smooth slope down to a gold beach, the other a dangerous undercutting cliff, (which had taken dozens of lives every year and was known as "Doomed-to-Die cliff"; just the sort of challenge we needed).

The activity began with a quick refresher course on the training slope, followed by a Carabineer run down for those who had the guts (which is of course everyone at 101). This activity seemed to attract a number of school girls. Not one to miss the opportunity, CFN "wanna see Mickey Mouse?" Donoghue made a few quick introductions. The next day Donoghue's name and various phone numbers were printed in the sand in letters five feet tall. He claimed the girls wrote them, but no one believes that.

Once the skills of abseiling and schoolgirl — impressing were gained, we graduated to ... the other side. Hardly a challenge, but a great deal of fun. To make things a bit trickier, we climbed back up the way we had come down. The overhangs and the hand holds that came away in your hands merely added to the event, although CFN "I'm such a greaser" Cook disagrees on this point.

For only the very competent, "Hell's Drop" was attempted. A plummet of 90m onto jagged rocks, with howling winds that battered the brave brutally, faced the would be rappeller. So down we went. Once again all those that participated had a romping good time. It was a great end to a rewarding activity.

### Other Activities, Restricted to the Bourgeois

For those that could afford it, an introductory scuba course was run over the week. Partaking in this course of course meant that they could not participate in the breathtaking activities described above, which didn't seem to bother them; weird. Another activity which required a few shekels, though not as many as diving, was gliding. The hang gliding was only for a single day, but what a day! CFN "I'm such an Appy" Hoffman swore that next BRL would see him gliding and hanging in Taree's airspace once more, in his own kit (a mere \$3000).

However, for the poor and humble proles, such elite non earth elemental activities were out of reach. So they hit the jungle juice at the Taree RSL club instead.

### Leave Phenomena

To keep up the Army's reputation as barbaric pillagers, leave was granted one night. Immediately, everyone threw on their drinking gear and slammed into the Taree RSL club. After a few beers bolted in rapid succession, we took stock of the place. A few surprises were in store, such as CPL "No morals" Wildbore inviting the town transvestite to our tables, and trying to set up a relationship with him/her and LT "Paragon of Maturity" Frost.

LT (Gen) Coates curfew of 9pm rapidly approached so the other subalterns, LT "Muppet" Lanaway and LT "I'm the author so I'll write what I like" yours truly (Mrs Frost was still hiding in the toilets and LT "Who wants to be QM?" Cliffe was telling warries to the enthralled apprentices), did their best to convince Coates that perhaps 9pm was a tad early. Being a man of firm and stubborn fibre, the latter would not be swayed.

Subsequently, 98% of the unit was late that night (Mr Coates being the other 1 out of 50). The highlight of the return was the fire and movement from the taxis to the tents, led by Mr "Grrrrr!" Lanaway; the only one to avoid the ample grassy areas, choosing instead to throw himself onto the bitumen and leopard crawl with alcohol induced vigour, leaving gobbets of flesh strewn behind him.

LT (Gen) Coates did not speak to any other officers the next day.

### The Beach Scene

The finale of the week was a day at the beach. All petty bickering was put aside, as God bestowed perfect weather for our excursion to the seashore. Because it was an army activity, we couldn't just go to the beach, we had to DO things.

A brisk beach volleyball competition began, where our amazing plethora of volleyball skills came to the fore. If they had been there, a shrode of young lasses would have thronged to watch our Adonis like bodies cavorting on the gold sands; but there wasn't so they didn't.

The volleyball was followed by an Iron man's triathalon. A completely inane activity that involved a run of about 27 km in sinking sands carrying 2 Jerries full



"The Other Side"

of water (and rocks and bits of lead), a swim of about 12 km in shark infested waters, and a 2km ride. This seemed a bit difficult, even for the incredible physiques of 1101, so the ride was omitted.

Remarkably few casualties were suffered and we retired for lunch under the trees, the compulsory BBQ. The meatballs were thrown on, and to the cooks stunned amazement, maggots started crawling out. The roaches amongst us were thrilled, but the rest of us had to make do with sausages and bread.

As we waited for the LT/WO/NCOs to cook us lunch, a young blonde in swim-suit burst onto the scene, panting, with chest heaving. Being only seven years old, everyone ignored her. However, it eventuated that her "older" sister had cut her foot and could we big tough handsome soldiers help her? So of course we did. PTE "Doc" O'Grady, "CAPT" CPL "Grow up McPhee" and about 9 others made the local newspaper, although they were somewhat disappointed that her "older" sister wasn't that old either.

### The Conclusion

As we struck our tents and packed up our chattels we pondered upon a most enjoyable romping week. Did we achieve our goals? Mr Coates certainly thought so because he got his blithering visage on the television. All things considered, it must be considered a success. We returned fully rested and ready for a well earned Christmas break.

As we drove off into the Taree sunset, the local girls sighed in bereavement, the local lads sighed in relief and the local transvestite just sighed.

Author: LT. P. McALONEY  
Photos: PTE JOHNSON

# "Lest We Forget"

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**SEPTEMBER 1941.** Tobruk, Libya, The repair shops in Tobruk have a full time job, and in addition to the normal day's work they have to contend with the attention given them by enemy bombers. The workshops, although knocked about, as may be seen in the picture, are still in working order, personnel of an Australian Workshop Unit are seen doing repairs in the workshops.

(AWM NEG 041847)



**28 NOVEMBER 1940.** Helouan - Present location of Army Field Workshops, recovery and maintenance unit. Unit responsible for the recovering and repairing of army transport and equipment - one of best equipped units operating on any front. This is "L" trailer - personnel are 2/2 army field workshops. (Photographed by F. Hurley).

(AWM NEG 004227)



**JULY 1969.** An armoured carrier (Centre) from The Royal Australian Electrical and Mechanical Engineers Light Aid Detachment delivers a vital piece of machinery to a centurion tank. The tank, from B Squadron, 1st Armoured Regiment, was part of a protection force for Australian Engineers who were clearing the foothills of the Long Hai Mountains in Southern Phuoc Tuy Province. In seven weeks, 1st Field Squadron Engineers have cleared about 2,000 acres which it is hoped will make it harder for the Viet Cong to reach the nearby populated areas.

(AWM NEG BEL/69/434/VN)



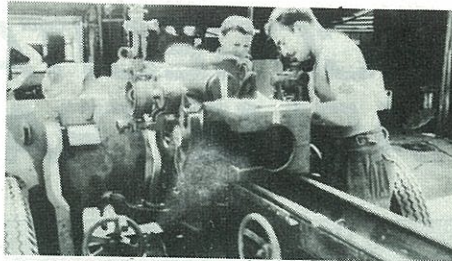
**24 DECEMBER 1943.** Finchhafen, New Guinea. SX23158 Corporal D. P. McCuspie (1) and VX59410 Sergeant H Dodd (2) Armourers of the 1st Tank Battalion Group Workshops, Australian Electrical and Mechanical Engineers, overhauling the Besa Light Machine Guns of a Matilda Tank

(AWM NEG 062753)

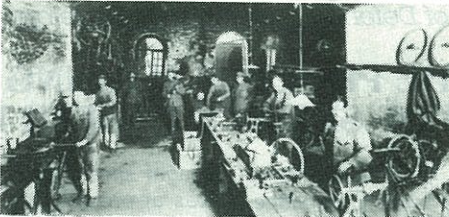
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HALLETT I.L.	MACKAY G.C.N.
HALLIGAN J.	MACKAY J.
HANKINSON R.F.	MACKAY D.H.

MADDOCKS E.W.  
 MAHER L.  
 MAIN C.  
 MANN W.H.  
 MANNERS C.H.  
 MANSFIELD A.L.  
 MANUEL H.C.H.  
 MARKEY A.  
 MARKS L.G.  
 MARSHALL J.L.  
 MARSTON E.J.  
 MASTERS K.F.  
 MATTHEWS S.  
 MATTHEWS N.  
 MAXFIELD G.C.C.  
 MAXWELL J.W.  
 MAY D.J.  
 MAYNARD S.  
 MCARTHUR H.  
 MCBURNEY E.H.  
 MCCANN R.  
 MCCULLOCH C.R.  
 MCCULLOCH D.  
 MCGRATH A.F.  
 MCGRATH E.H.  
 MCGREGOR W.R.  
 MCILROY R.  
 MCKECHNIE H.R.  
 MCKENNA C.R.  
 MCLEOD F.J.  
 MCLEOD D.  
 MCMAHON J.  
 MCMAHON T.  
 MCPHERSON J.N.  
 MELBYE C.L.H.  
 MELLETT L.T.  
 MELLOW S.J.H.  
 MERRITT R.L.  
 MILLER M.L.  
 MILLS W.H.  
 MIRAGLIOTTA B.  
 MITCHELL W.A.  
 MOEBUS H.A.  
 MOESSINGER V.A.  
 MOGFORD W.J.W.  
 MOLL F.F.  
 MONRO W.  
 MOORE H.W.  
 MORGAN L.C.  
 MORGAN H.C.B.  
 MORRISON R.  
 MORSE R.T.  
 MOSES C.J.H.  
 MOSS N.S.  
 MOUAT D.W.  
 MULDER E.W.  
 MULVIHILL J.P.  
 MUNDAY K.R.  
 MUNRO E.L.  
 MURPHY W.F.  
 NEAL C.S.  
 NEALE J.G.  
 NEALE S.E.  
 NEIL E.D.A.  
 NELSON A.R.  
 NEWALL C.W.  
 NEWMAN C.W.  
 NEWPORT H.G.L.  
 NICHOLSON R.G.  
 NOTLEY W.L.  
 O'BRIEN A.  
 O'LOUGHLIN L.J.  
 O'MALEY G.F.  
 O'MEARA J.J.  
 OAKLEY H.E.R.  
 OAKLEY J.H.  
 OLIVER D.C.  
 OLIVER F.A.

ORR C.L.  
 OSBORNE T.A.E.  
 OTTER L.T.  
 PAGE F.J.  
 PALMER N.W.  
 PARADISE A.J.  
 PARKER W.J.  
 PARNELL R.J.  
 PATON R.  
 PATTERSON G.C.  
 PATTERSON J.T.  
 PEDERSON P.M.  
 PELLING P.E.  
 PERRY W.G.  
 PETERSON J.H.  
 PHILLIPS D.C.B.  
 PHILIP L.  
 PIERCE P.J.  
 PIKE R.F.  
 PILLING R.S.  
 PLANT R.A.B.  
 POLLARD E.H.T.  
 PONTIN R.W.  
 POPE J.H.  
 POWELL K.N.  
 PRINCE L.R.  
 PULLEN F.J.  
 RABY C.A.C.F.  
 RAFTERY J.A.  
 RALEIGH J.  
 RALPH B.D.  
 RALPH W.D.  
 REITZE H.  
 RENNICK R.L.  
 RIEMANN M.A.  
 RILEY V.M.  
 RINGWOOD M.J.L.  
 RINTOUL A.J.  
 ROBERTS H.W.  
 ROBERTS F.  
 ROBERTS A.S.B.  
 ROBERTS A.W.  
 ROBERTS P.H.  
 ROBERTSON R.  
 ROBINSON S.P.  
 ROBINSON B.N.  
 ROBINSON J.F.  
 RODRIQUEZ J.F.  
 ROGERS S.E.  
 ROGERS A.A.  
 ROGERS F.M.  
 ROLLS J.  
 RONALDSON A.D.  
 RUSSELL T.J.  
 RYAN G.R.  
 SAMPSON H.R.  
 SANDERS L.N.  
 SAWYER A.A.  
 SCHIPHORST A.  
 SCHUTT L.V.  
 SEDDON R.H.  
 SELLAR W.L.  
 SELLECK H.  
 SEWELL A.E.  
 SHARPE C.H.  
 SHEPHERD W.P.  
 SHUTTLEWORTH B.R.  
 SILVA K.D.  
 SIMERSALL O.W.  
 SIMPSON J.A.H.  
 SKINNER S.G.  
 SMALL C.B.  
 SMART G.H.  
 SMNITH G.  
 SMITH G.A.  
 SMITH A.J.  
 SMITH J.T.



**DECEMBER 69.** Royal Corps of Australian Electrical and Mechanical Engineers Technicians are the men who keep the machines and weapons of the 1st Australian Task Force at Nui Dat in Vietnam in operation. Sergeant John Szymanski of Woodville, SA, replaces the gun sights of a 105mm Howitzer for the 1st Field Regiment, The Royal Australian Artillery, at the Unit's RAEME Light aid detachment workshops while Gun Sergeant Ray Hartigan of Keperra, Qld, looks on. (AWM NEG BEL/69/829/VN)



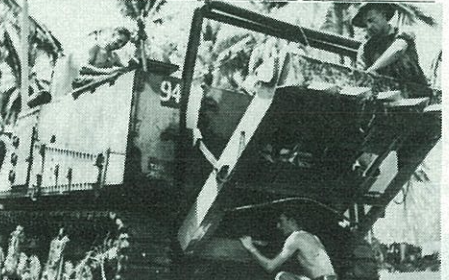
**10 JUNE 1918.** The Armourer's Workshop at The Australian Corps Ordnance Depot, at Peronne in France. (AWM NEG E03620)



**6 AUGUST 1918.** A repair shop for motor cycles at the No. 6 Australian Motor Transport Company's Workshop's at St Leger, in France (AWM NEG E 02919)



**8 AUGUST 1942.** Western Desert, Egypt. Repair work on a Mark III Tank of 5th Australian Divisional Cavalry Regiment just behind the Reconnaissance Lines. (AWM NEG 024793)



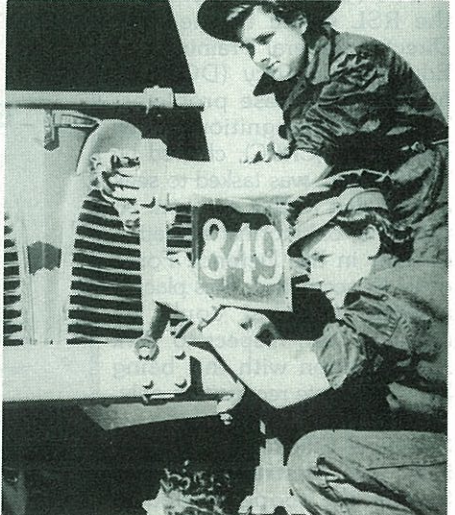
**12 SEPTEMBER 1944.** Mililat, New Guinea. Personnel of the Australian Electrical and Mechanical Engineers, 2/4th Armoured Regiment Workshops working on a recovery tank which they have built on a general grant tank chassis. Identified personnel are: VX69134 Sergeant W.E. Drury (1); VX60304 Craftsman R.W. Green (2); VX70444 Craftsman G.J. Fletcher (3). (AWM NEG 075964)

SMITH P.T.  
 SPENCE N.T.  
 SPENCE R.H.C.  
 St. BAKER H.J.  
 STANLEY A.  
 STANLEY R.J.  
 STAPLES F.  
 STARKIE J.D.F.  
 STEEFE L.C.  
 STERLINE C.E.  
 STEVENS A.D.  
 STEVENSON R.F.  
 STEWART H.J.  
 STRANG P. Mck.  
 STRUGNELL P.G.  
 SULLIVAN L.W.  
 SULLIVAN G.T.  
 SUPRAIN J.  
 SUTHERLAND R.D.  
 SWAN W.A.  
 SWANSON H.J.  
 SWIRGSDIN H.P.  
 TAME H.W.  
 TANIAN E.D.  
 TAYLOR W.E.  
 TAYLOR K.W.  
 TAYLOR T.  
 TELFORD R.J.C.  
 THOMAS R.W.  
 THOMAS W.D.  
 THOMPSON A.J.  
 THOMPSON F.W.B.  
 THOMPSON R.R.  
 THORLEY I.E.  
 THRON W.C.  
 THRUPP T.W.  
 TRAINOR H.R.  
 TURNBULL J.P.  
 TURNER J.H.  
 TUTT V.K.  
 UREN E.T.  
 WADDELL I.E.  
 WAKELING C.R.  
 WALDRON G.A.  
 WALKER W.N.  
 WALKER E.T.  
 WALKER T.  
 WALLACE S.J.  
 WALLACE J.  
 WALLIS J.C.  
 WALTERS A.

WARD R.  
 WARD S.W.  
 WARMING J.R.  
 WARNER K.K.  
 WARRINGTON J.  
 WATERS H.  
 WATSON J.R.  
 WATSON J.G.  
 WATTS F.T.  
 WEBB G.W.G.  
 WEEDEN F.W.  
 WESTON N.A.  
 WETZEL E.F.  
 WHALLIN M.W.  
 WHALLIN N.W.  
 WHARTON K.F.  
 WHITE F.B.  
 WHITELEY G.  
 WHITFORD J.  
 WHITTLE J.  
 WHYTE R.J.R.  
 WILKIE L.E.  
 WILKINSON L.A.  
 WILLIAMS R.G.  
 WILLIAMS H.J.  
 WILLIAMS V.H.P.  
 WILLIAMS G.G.G.  
 WILLIAMSON H.A.  
 WILLIMOTT G.E.  
 WILLIMOTT J.F.  
 WILSON W.A.  
 WILSON R.A.  
 WINDERS R.V.G.  
 WINTERFLOOD A.A.  
 WINZAR W.S.  
 WISEMAN R.H.  
 WITHERS A.J.  
 WOODHOUSE R.A.  
 WOODS F.H.  
 WOPRDIE W.E.  
 WRIGHT A.  
 WYMAN R.G.  
 YOUNG D.

**VIETNAM**

BORLACE D.G.  
 BUTLIN R.R.  
 CARUTHERS J.  
 HARTNEY G.J.  
 NICHOLS R.K.  
 O'NEILL J.B.



**30 MARCH 1944.** Bandiana, Victoria, Australia. Australian Womens' Army Service members of the 1st Base Workshops, Australian Electrical and Mechanical Engineers doing maintenance work on an army utility. (AWM NEG 065304)

# CIVIL ACCREDITATION OF RAEME TRADES

by WO1 B.D. (Henry)  
GIBSON BEM

On the 21 Nov 91 MAJ John Stannard, WO1 Dean Messenger and WO1 Henry Gibson from RAEME Training Centre headed to Canberra for the presentation of Certificates of Accreditation for RAEME Post Trade Training to the Department of Defence and the presentation of the initial Trade Training RAEME Associate Diploma awards. Before I describe the activities of the day, all members of the Corps should be aware of how this accreditation came into being. The following outline has been provided by the Department of Defence Training and Development Branch.

## AN OUTLINE OF THE PROCESS LEADING TO THE CIVILIAN ACCREDITATION OF SERVICE CAREER PATH COURSES.

In July 1987, representatives of Defence Central, the three Services and the RSL met with the Central Trade Committee, convened by the then Department of Employment and Industrial Relations, to discuss matters relating to the civilian recognition of Service education, training and experience. The RSL National Defence Force Conditions of Service Committee considered the matters raised at the meeting and concluded that a number of actions could be taken which would help resolve the many problems that have been identified. The main item identified was the need for a system of accreditation with State Training Authorities, to examine post-basic trade training and experience, with a view to granting a Certificate of Technology, or similar award.

The National Secretary of the RSL wrote to the then Director General Training and Education Policy (DGTEP), highlighting these problems. The Civil Recognition Policy Committee (CRPC), chaired by TEP Branch, was tasked to seek a resolution to this problem. At that time, only formal education courses in the Defence Force could be accredited, thus placing a limit on what could be achieved with respect to Civil Accreditation with this being limited to State recognition only.

With the introduction of Structural Efficiency Principles into the Australian Public Sector, the scope existed to explore the possibilities of accrediting career path courses in the ADF.

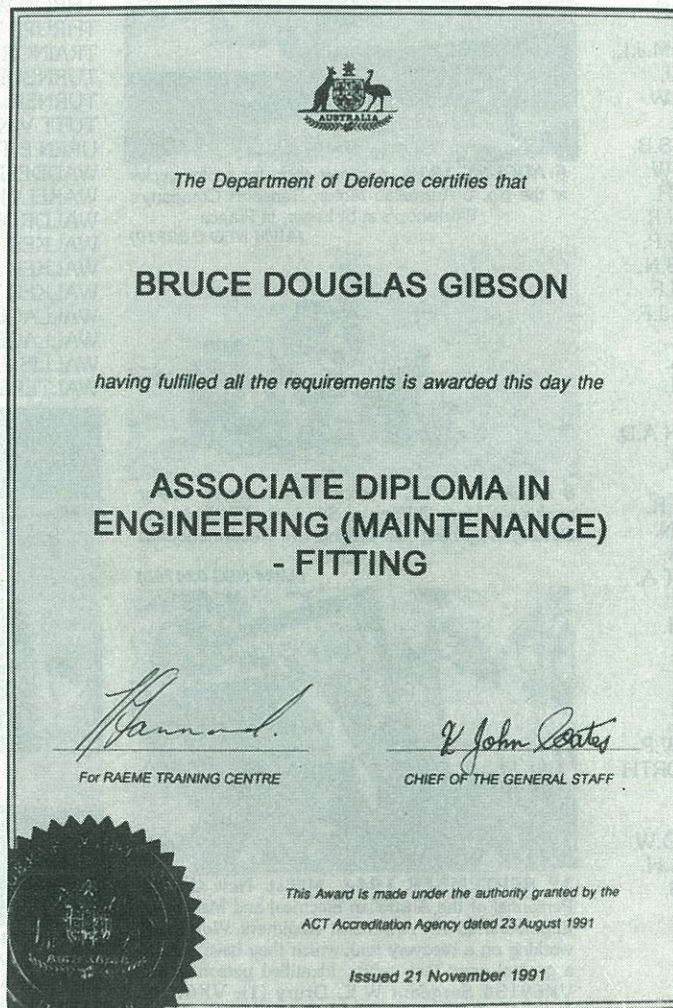
The CRPC set up a strategy to address the problems and

sought special funding to pursue this important issue. Funding was approved to engage a consultant and select an area for investigation. ACTAID, the commercial sector of ACT TAFE, was selected as the consultants, due to the fact that the personnel in that group consisted mainly of ex-service Education Officers in both curriculum and specialist areas.

Nine RAEME post trade courses were identified as the target group for the pilot study, because of the comprehensive documentation, availability of courses and accessibility of the Training and Development Wing at RAEME Training Centre Bandiana. The pilot study was initiated and a report written, together with a submission to the ACT Vocational Training Authority (VTA) for recommendation to the ACT Accreditation Agency.

The submission for civil recognition was more successful than originally anticipated. Where a course meets the Register of Australian Tertiary Education guidelines, accreditation results in that course receiving widespread recognition by employers and tertiary institutions throughout the country. Twenty-one civilian equivalents, in nine Trade Streams, ranging from Certificate to Associate Diploma have been given recognition by the ACT Accreditation Agency.

The separate, ongoing, one-off accreditation actions being undertaken in TD Branch are increasing in number. This process is time consuming and the lengthening delay is causing



## CIVIL ACCREDITATION

### — CONTINUED

inconvenience to members of the ADF as they request recognition of their training prior to discharge. The Accreditation process will alleviate this problem.

With the cooperation of the Services separately seeking accreditation of other career streams and their continuing support for programs coordinated by Training and Development Branch, it is considered that, ultimately, all Service training, both technical and non-technical, could be assessed for Civilian Accreditation.

At the ceremony to present the accreditation certificates, Professor A.R. Hyland, Chairman, ACT Accreditation Agency addressed the gathering and the following is an extract from his speech:

"When the study was commenced there was no certainty that large scale civilian recognition would be possible. However, the results of the assessment by the consultants were very positive about the compatibility of the courses. The Agency then took the consultants' report as the basis of its own assessment, and supported the twenty five (25) civilian equivalents, in nine trade streams, ranging from Certificate level to that of Associate Diploma.

*The Agency found that:*

- the quality and standards of the RAEME training programs were of a very high standard, and indeed, second to none;
- these courses were designed to meet the needs of RAEME;
- access to the training by individuals was limited only to the extent of their motivation.

I understand that the issue of civilian recognition for personnel leaving the defence Force is of the highest significance to Defence. I would hope that the recognition given today will also act as an inducement to recruitment of high quality personnel, as recruits will now know that the excellent training they receive will be recognised. While the need for recognition has existed for a long time, I am pleased to be able to say that with the success of this pilot scheme, civilian recognition is now well and truly on the agenda. I am therefore very happy to have been involved in this process, and look forward to continuing the process through the accreditation of Navy and Air Force courses which are currently under consideration. At present, accreditation of the RAN technical stream courses is close to finalisation".

*The Corps Streams to receive awards are:*

- Vehicle
- Fitting
- Electronics
- Welding
- Information Systems
- Vehicle Recovery
- Heavy Vehicle Recovery
- Maintenance Information Systems

and the qualification available range from Certificates for Corporals to Associated Diplomas for WO2 and above is detailed in the following table.

### Policy

*Certificates of Accreditation are to be issued as follows:*

CORPS TRADE	1	2	3	4	5	6	7	8	9
Rank with one year of work experience									
Corporal	C	C	C	C	C	C	C	C	C
Sergeant	AC	AC	AC	AC	AC	AC	AC	AC	AC
Warrant Officer 2	AD	AD	AD	AD	AD	AD	AD	AD	AD

### CORPS TRADES

1. Vehicle Mechanic
2. Armament Fitter
3. Metalsmith
4. Fitter Electrical
5. Technician Electronic System (Ground)
6. Radar
7. Radio
8. Mechanic Recovery
9. Clerk Production

### AWARD

C — Certificate Award equivalency

AC — Advanced Certificate Award equivalency

AD — Associate Diploma Award equivalency

*An interim Army Office policy has been issued by DATD and is as follows:*

- a. The RAEME recognition of training and employment experience is to follow the guidelines detailed in the ACTAID Technical Training Report dated November 1990.
- b. Dept of Defence is to maintain the data base of certified courses and members who have qualified for the appropriate recognition.
- c. DATD is to issue and monitor policy direction on civil recognition of Army training and experience. It is responsible to co-ordinate and control the information flow between RAEME and TD Branch.
- d. HOC RAEME is responsible for the notification of members recognition and the provision of recognition requests to DATD for forwarding to TD Branch.

This policy establishes the procedures to commence the issue of the certificates of accreditation for RAEME. Although interim it forms a sound basis for developing an Army policy applicable to all Corps directorates.

The Presentation Ceremony was held at the School of Hospitality, Reid Campus, ACT Institute of TAFE. ACMAT-A MAJGEN Jeffery, DGEME-A BRIG Kingston and SO1 Corps LTCOL Craig were present as well as representatives from the three Services, HQ ADF, Training and Development Branch, ACT Institute of TAFE (ACTITAFE) and ACTAID (the commercial arm of ACTITAFE).

The presentation opened with a welcome and introduction to Professor Hyland, Chair, ACT Accreditation Agency who addressed the gathering and presented to MAJGEN Jeffery the 25 accreditation certificates for the RAEME Courses. MAJGEN Jeffery responded to the presentation.

MAJ Stannard, representing CO/CI RAEME Training Centre, addressed the gathering before presenting WO1 Dean Messenger and WO1 Henry Gibson with the first two Associate Diplomas in Engineering (Maintenance). The ceremony was followed by a luncheon which finalised all formalities.

It is very pleasing to, at long last, receive civil recognition for our training and to all members eligible, congratulations. Although policy has not been yet finalised on the implementation of the accreditation certificates, once this occurs all members of the Corps will be notified through normal channels.

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# ROYAL AUSTRALIAN ELECTRICAL AND MECHANICAL ENGINEERS

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## Commemorative United Drumhead Service

**O**n 15 May 1984 Brigadier J.E. Faulks, DGEME, wrote to Major M.E. Henrys, the Secretary of the Corps Committee, seeking agreement by the Corps Committee to a proposal to conduct a RAEME Corps Pilgrimage to the Australian War Memorial (AWM) in 1987. The Corps Committee noted the DGEME's proposal, but suggested that it might be more appropriate to conduct such an event in the Golden Jubilee year (1992).

On 7 May 1990, Mr Joe Pelle, a clerk at DGEME-A opened a file titled "Visit — Prince Philip — Royal Australian Electrical Engineers (RAEME) Golden Jubilee Parade in 1992". The first correspondence entered in this file is addressed to the then DGEME, Brigadier R.M. Millar, from Major Arthur McManus. It outlines the procedures required to invite the Colonel-in-Chief of the Corps to attend RAEME Golden Jubilee Celebrations in Australia. It concludes with a warning "If DGEME propose the visit, DGEME may have to pay for it."

In May 1991 the Directorate was unofficially informed of a strong possibility that the Queen of Australia would visit Canberra for one day early in 1992. At this point Brigadier J.W. Kingston, DGEME-A stated "I am determined to get the Colonel-in-Chief to attend at least one major activity in our jubilee year".

The Director decided that an appropriate activity might be one derived from the original concept for a RAEME pilgrimage to the AWM. Responsibility for investigating such an activity was delegated to the Systems Section of DGEME-A, with Major Ian Thomas appointed a project officer.

The terms of reference were simple;

organise a RAEME Commemorative Service, to honour members of the Corps who have died on active service, at the AWM in early 1992 to which it would be appropriate to invite the Colonel-in-Chief.

The AWM was formally approached and agreed to a Commemorative Service being held in the area of the Pool of Reflection which is overlooked by the Cloisters, where names of Australian war dead are recorded. The AWM provided research facilities to confirm the RAEME Role of Honour and provided photographs depicting military artificers and RAEME in action during WW1, WW2 and Vietnam.

Army Ceremonial were approached and it was agreed that a United Drumhead Service would provide an appropriate format for such a ceremony and that if Royalty was to attend, a Royal (hundred man) Guard was mandatory. The advice of Major L. Newton and the SM ceremonial WO1 K.W. Scheuermann, and later Major R. Gillard and SM ceremonial WO1 K. Noon on specific ceremonial issues was invaluable and greatly appreciated.

The Principal Chaplain of the Army, Brigadier the Venerable Archdeacon P.R. Dillon was approached to determine an appropriate outline service. This was produced by an Army Reserve Lieutenant Colonel, Reverend Campbell Egan. Padre Dillon agreed that the three Principal Chaplains, himself, Principal Chaplain the Reverend Monsignor G.A. Cudmore, AM and Principal Chaplain E.T. Sable should officiate at the Service.

A proposal was staged to the Chief of the General Staff who, on 27 September 1991, requested the Department of Prime Minister and Cabinet to approach the Palace to

ascertain the availability of His Royal Highness the Prince Philip to attend a RAEME Commemorative United Drumhead Service to be held during the Royal Visit in February 1992.

Warning orders were sent to RAEME Training Centre, Moorebank Logistic Group, 101 Field Workshop and ACT Workshop Platoon on 30 August 1991 with respect to the provision of a Royal Guard, the Catafalque Party and the Banner Party. Permission was sought from the GOCs of each Functional Command for participation by EME elements of their Command. RSM Land Command, WO1 Arthur Francis, was particularly helpful in gaining the support of 1 Brigade units despite the build up for Kangaroo 92.

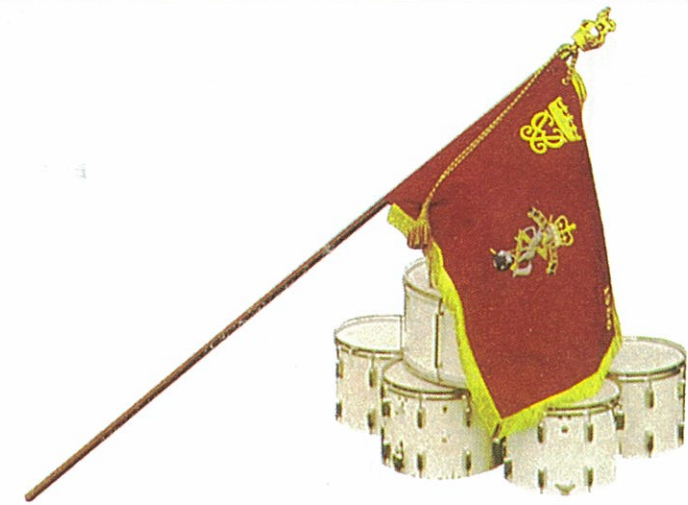
The Royal Military College Duntroon was approached to provide band support. This was approved and the Music Director, Major Bruce Munchenberg, provided planning input to the Order of Service detail.

With the basic planning completed RAEME was well on the way to holding a Commemorative United Drumhead Service at the AWM, but until the Palace answered no date could be set, guests could not be invited, troops could not be tasked and the Order of Service could not be printed. Confirmation that the Colonel-in-Chief would attend came on 20 January 1992!

On 20 January 1992 the Directorate released a signal detailing those RAEME Golden Jubilee Celebrations to be held in 1992 and informing Corps members that the Colonel-in-Chief had accepted an invitation to attend a RAEME Commemorative Drumhead Service on 24 February 1992, as the principal official guest.

Official invitations could now be sent

# COMMEMORATIVE UNITED DRUMHEAD SERVICE



Left: Banner Party Slow Marches to the tune "The Harmonious Blacksmith". Left to right are: Senior Escort Staff Sergeant Phil Forrest, Banner Ensign Lieutenant Darren Latham and Junior Escort Sergeant David Packer.



The Catafalque Party from left to right: Sergeant Michelle Fay, Corporal Col Hucker, Craftsmen Scott Petherick, Nathan Sams, Heinz Kubank. The Waiting Member Craftsman Dave Barnes is pictured under the right archway

The Drum Corps Pile the Drums



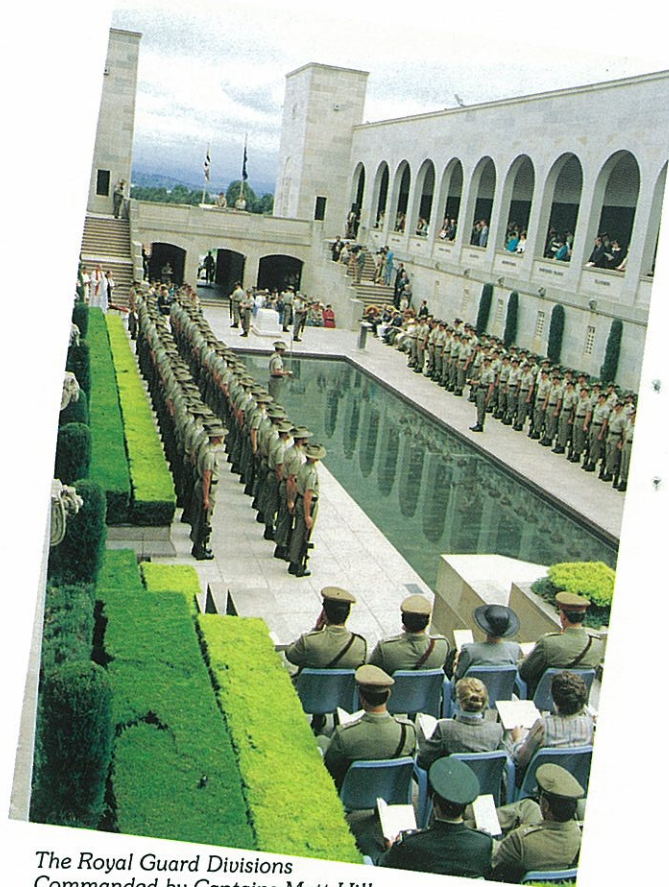
Lieutenant Latham presents the Banner to Principal Chaplain P.R. Dillon

The Colonel-in-Chief is accorded a Royal Salute

# COMMEMORATIVE UNITED



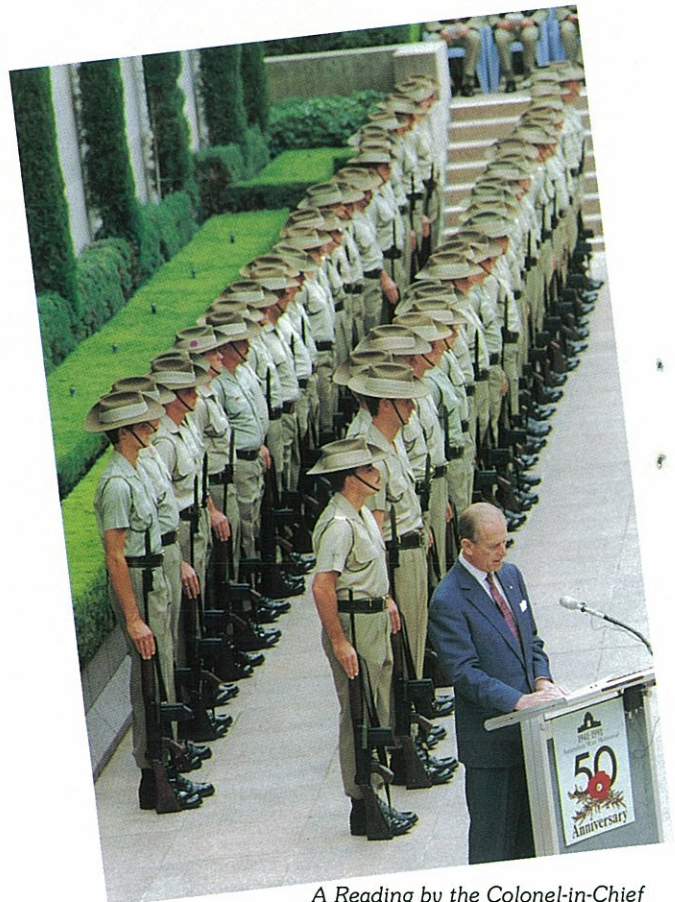
The Colonel-in-Chief is introduced to Principal Chaplains Sable, Cudmore and Dillon



The Royal Guard Divisions Commanded by Captains Matt Hill and Ron Parello.



Royal Salute, parade Commanded by Major Gary Watman



A Reading by the Colonel-in-Chief



Introduction by DGEME Brigadier J.W. Kingston, AM

# DRUMHEAD SERVICE



Left: The Congregation

Right: The Banner on Piled Drums



Below: Address by the Representative Colonel Commandant Major General A.D. Powell (RL)



Bottom Left: The Colonel-in-Chief is presented with his wreath by Craftsman Wayne Harris.

Bottom right: Acting Chief of the Defence Force Vice Admiral A.L. Beaumont, AC, RAN lays the Defence Force Wreath.



# COMMEMORATIVE UNITED DRUMHEAD SERVICE



The Colonel-in-Chief lays the wreath. The Card said 'In Remembrance of the fallen of the Royal Australian Electrical and Mechanical Engineers' and was signed PHILIP.



The Representative Colonel Commandant and the Director General lay a wreath from the Corp



Major General A.D. Powell (RL) and Brigadier J.W. Kingston, AM

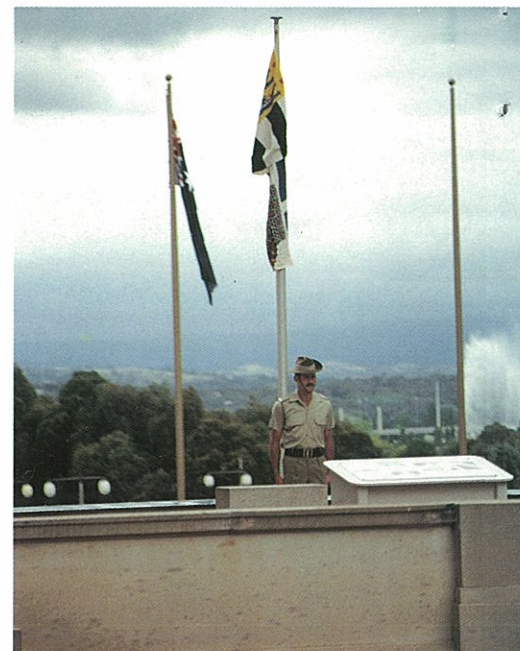


The Band of the Royal Military College Duntroon. Directed by Major Bruce Munchenburg, AM. Parliament House in the background.



Left: Craftsman Wayne Harris after saying the ODE The Salute is during the Playing of the Last Post

Right: Corporal Shane Rush was charged with control of the Colonel-in-Chiefs Personal Standard



# COMMEMORATIVE UNITED DRUMHEAD SERVICE

and troops tasked. The official guest list included the Ambassadors of those countries with Sister Corps to RAEME, CDF, Secretary and CGS.

The RSM of the Corps, WO1 Geoff Lowe and the RSM of Moorebank Logistic Group, WO1 Tony Hickey, took control of the Royal Guard and the Banner Party. The ASM of ACT Workshop Platoon, WO2 Mick Price, took control of the Catafalque Party and a number of other logistic tasks such as movement of flag poles, acquiring stands for wreaths and carpet fit for a prince.

A Royal Guard consists of 96 ORs 4 Senior NCOs and in this case 3 Officers. In a Corps of 3392 (January 1992) that should not have been hard to man. In the case of the Officers and Senior NCOs that assumption was correct but to get 96 RAEME soldiers in one place, at one time, during the deployment phase of K92, was a logistics nightmare. The fact that it was achieved is testimony to the efforts of RSM's Lowe and Hickey.

The morning of 24 February was cloudy with showers forecast. Padre Dillon promised fine weather up until he went on parade but after that the problem was RAEME's. Fortunately the weather was perfect for the service.

The Colonel-in-Chief was on a very strict time schedule, and was due to arrive and depart at exactly 1445 hrs and 1515 hrs respectively, however through no fault of his own he was 11 minutes late in arriving. DGEME's comment was "When Prince Philip arrives my watch will read 1445 hrs."

The venue was most appropriate and the troops on parade under command of Major Gary Watman can best be described as magnificent. The Banner Party under Lieutenant Darren Latham and Catafalque Party under Sergeant Michelle Fay were faultless. The Royal Guard, split into two divisions under Captain Ron Parelo and Matt Hill, had

its first practice as a guard at 1100 hrs that morning. The result was thoroughly professional and a credit to every soldier involved.

The RAEME slow march "The Harmonious Blacksmith" was officially played, for the first time in public, when the Banner was marched on Parade.

*The Directors words, when he introduced the Service were:*

"On behalf of all members of the Corps of Royal Australian and Electrical Engineers, past and present, may I welcome you all to this commemorative United Drumhead Service. The Corps is particularly honoured by the presence here this afternoon of our Colonel-in-Chief, HRH The Duke of Edinburgh.

We are gathered here in this grand place to pay tribute to those members of the Corps who, in time of war, made the supreme sacrifice. And to reflect on the significance of both this service, and its location, I believe one needs look no further than the words of CEW Bean:

*Here is their Spirit  
in the heart of  
the land they loved;  
and here we guard  
the record which they  
themselves made.*

Would you please join me in the Corps Prayer."

This was followed by the Hymn "Soldiers of Australia" which was introduced by Principal Chaplain Dillon and a reading by the Colonel-in-Chief of "the letter of St Paul to the Romans, Chapter 12, Versus 1 to 12."

Our Representative Colonel Commandant, Major General A.D. Powell (RL) addressed the congregation, the text of the leading article in this magazine has been based on this address.

The Principal Chaplains then led prayers for the Nation, for Peace and a

special prayer written by the Reverend Campbell Egan which was titled "A Prayer for the Corps of Royal Australian Electrical and Mechanical Engineers".

This was followed by the laying of wreaths, the Ode, recited by Craftsman Wayne Harris of 101 Field Workshop, the Last Post, one minute's silence, Rouse and the National Anthem sung as a hymn.

It was a memorable and beautiful service. Those members of the Corps able to attend or participate will have their own memories of the day for all of their lives. It is hoped that this article, combined with the photographs, will serve as a true representation of both the Service and its significance to our Corps.

*RAEME members of the following units formally participated in the Service:*

2nd Cavalry Regiment  
School of Artillery  
3rd Battalion, Royal Australian Regiment  
5th/7th Battalion, Royal Australian Regiment  
161 Reconnaissance Squadron  
Australian Defence Force Helicopter School  
2 Training Group  
101 Field Workshop  
Moorebank Logistic Group  
Bandiana Logistic Group  
1 Watercraft Workshop  
ACT Workshop Platoon  
Sydney Workshop Company  
RAEME Training Centre  
DGEME-A

**ED.** A special note of thanks, by the Director General was extended to MAJ Ian Thomas.

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## RAEME Training Centre Exercises Freedom of Entry to Mark Jubilee Year

by **CAPT C.A. CORPE**

**A**s part of RAEME Training Centre's 25th anniversary celebrations in 1978, the local council bestowed the 'Freedom of Entry to the Rural City of Wodonga' on the Corps School. The first parade which exercised this right was commanded by LTCOL Peter T. Tremain and reviewed by the Mayor, Cr Chamberlain.

A parade held on Saturday 1 February 1992, to mark the beginning of the Corps' Golden Jubilee year in Albury/Wodonga, was the fourth occasion on which RAEME Training Centre has exercised its right of entry to Wodonga. In traditional fashion, the unit marched through the city streets with swords drawn, bayonets fixed, drums beating, band playing and banner flying.

Leading the parade was LTCOL Rod Studholme followed by the 1RTB Band, staff, students and the mechanised and mounted elements of RAEME Training Centre.

Chief Supt Brian Coates, Hume District Police Comd, challenged the parade in the main street of Wodonga. After LTCOL Studholme answered the challenge, the parade continued past the dignitaries assembled on the dais where the salute was taken by the Mayor, Cr Les Boyes; GOC Trg Comd, MAJGEN J.C. Hartley, AM; and DGEME-A, BRIG J.W. Kingston, AM

On completion of the march, the parade was inspected by the Mayor who was accompanied by GOC Trg Comd, DGEME-A and the Parade Commander.

Later that day unit members and their families were invited to attend a luncheon in the ORs Mess where the unit birthday cake was cut by LTCOL Studholme and the youngest member of the unit, CFN Tim Harrold. The celebrations continued at the Sportsmans Annex where a renaming ceremony took place.

The ceremony honoured the memory of WO1 Greg Dowsett, a former member of RAEME Training Centre, who was killed while serving in PNG. Mrs Jenny Dowsett unveiled a plaque on the Sportsmans Annex, renaming it as the 'Greg Dowsett Sportsmans Annex'.



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# RAEME TRAINING CENTRE

## EXCHANGE OF TRAINING TECHNOLOGY

by LT R.B. KRONENBURG

Recently LTGEN Manas Aramsri, and his staff visited RAEME Training Centre as part of an Australian tour of Training Command Units. GEN Aramsri is the Commanding General of Army Training Command within the Royal Thai Army, similar to our GOC Training Command. MAJ Gavin O'Neill from Directorate of Army Training and Doctrine (DATD) hosted the General during the visit.

During the General's visit he promoted MAJ Sittichoke Muktier to LTCOL. LTCOL Muktier and MAJ Kasem Jiyakiat are Royal Thai Army Officers on exchange from the Military Trade Training School (MTTS) and are undergoing training at RAEME Training Centre for the next 12 months. The General's itinerary included a tour of all trade training wings and a display and demonstration of the RAVEN training and Computer Based Training (CBT) facilities. The tour gave the General an insight into the latest training



Pictured is WO1 Rex Diplock demonstrating the features of the Labvolt Training system to GEN Aramsri. The Labvolt system is a Canadian built computerised fault assisted circuit electronic training equipment used in the PNGDF training facility within RAEME Training Centre.

technology within the RAEME Training Centre.

After the tour GEN Aramsri attended

a buffet luncheon at the Corps Officers Mess, where a variety of Thai dishes were prepared by the catering staff.

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## RAEME TRAINING CENTRE

# RAEME TRAINING CENTRE TRIUMPHS AGAIN IN TUG-O-WAR

by SGT DALE TOMPKINS

RAEME Training Centre/District Support Unit has again taken out the annual AWMA Army Birthday Tug-O-War competition for the third year in succession. The competition was run on a round robin system with teams from The Bandiana Logistic Group, School of Survey, RAEME Training Centre/DSU, RAAOC Centre and Army School of TAFE. The two teams that finished with the most points opposing each other in the final on the centre of the athletics field at the completion of the athletics carnival.

RTC/DSU went through the round robin series undefeated. The final was against the Apprentice No. 1 team, who showed heaps of aggression and tenacity. However the RTC/DSU team weathered the storm and won two ends straight to collect the trophy for the third straight year.



Pictured is the winning team doing business

The RTC/DSU Team had the advantage of experience and enthusiasm, with RAEME tug-o-war guru's CAPT Kev Stuart on the rope and SGT Dale Thompkins performing the caller's duties. Four of our PNGDF demonstrated their talents in yet another sport and will have plenty to

talk about when they return home later this month. Other members of the team were SGT Paul Myhill, DFN Corrie, CFN Harris, CFN Salter, SSGT John Beattie. The PNGDF contingent included PTE John Waking, PTE Roger Salun, PTE Apo Suke and PTE Muga Yangen.



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## RAEME TRAINING CENTRE

# CRAFTSMAN PORT COMES OF AGE

In 1982 Puckapunyal Workshop Company embarked on a unit fund raising venture by selecting a Ruby Port with a suitably designed label for sale to unit members and other interested members of the Corps. It was from this idea that the Craftsman Port was born.

The venture proved to be such a resounding success that a decision was made to produce a Corps Port on an annual basis culminating in 1992, the Corps Golden Jubilee year. Each year a RAEME unit has been chosen by the Corps Committee to select and market a Port produced by a local winery of their choice. The results have produced comments on quality and taste ranging from excellent to adjectives unprintable in this article.

*Participating units and wineries for the services have been:*  
1982 Puckapunyal Workshop Company — *Morris Wines*  
1983 Sydney Workshop Company — *Rosewood Wines*  
1984 Adelaide Workshop Company — *Oliver Hill Wines*  
1985 Perth Workshop Company — *Corrinja Wines*  
1986 RAEME Training Centre — *Bullers Wines*  
1987 North Queensland Workshop Company — *Fosters Wines*  
1988 105th Field Workshop — *Mt Aiken Wines*  
1989 4th Base Workshop — *Campbells Wines*  
1990 107th Field Workshop — *Chateau Yaldara Wines*  
1991 111th Field Workshop — *Draytons Wines*  
1992 RAEME Training Centre — *Bullers Wines*

The Craftsman Port series has provided members of the Corps with a valuable momento over the years bearing in mind that the majority of sponsor units have either been disbanded or amalgamated. To date the series has raised in the vicinity of



\$25,000 for the RAEME Corps Fund.

RAEME Training Centre have been given the honour of providing the final Port in the series. Not only will it complete the collection of eleven but will provide a much sought after souvenir of our Golden Jubilee, as was the case with the Banner Port in 1986. Units will shortly be advised, by various advertisement media, of cost, availability etc. Enquiries may be directed to the Port Officer C/- RAEME Training Centre.

### FOOTNOTE

111th Field Workshop have a few bottles of the 1991 Port still available for sale. Any enquiries should be made to the Port Officer 111 Fd Wksp on 049 520371.

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# MOOREBANK LOGISTICS GROUP

## A HISTORY OF NO 2 SHOP, MLG

In this, the fiftieth Anniversary of the Corps of Royal Australian Electrical and Mechanical Engineers, I thought it appropriate to write a brief history of a workshop that is nearly as old as the Corps itself. The workshop is No 2 Shop at Moorebank Logistic Group, formerly 2 Base Workshop Battalion, formerly 2 Base Ordnance Depot.

The workshop was first built in 1938 and structurally has seen little change, as anyone who has been posted there can readily attest. It has, however, been witness to many organisational changes throughout its history.

Prior to the formation of Moorebank Logistic Group on the 2nd April 1990, No 2 Shop housed the maintenance core of 2 Base Workshop Battalion. The origins of 2 Base Wksp Bn date from 1927 when Army Tradesman working at the Artificers Section at Victoria Barracks, Sydney, began working at the "Old Returned Depot" on Moorebank Avenue. Due to Command reorganisation in 1973, the unit changed its title to 2 Base Wksp Bn.

No 2 Shop has been witness to many changes in the maintenance branch of the Army, without really changing all that much itself. It has seen the formation of Australian Electrical and Mechanical Engineers in 1942 and the granting of the title Royal by King George VI on 10 Nov 1948. It has seen the beginning and the end of National Service and operated during World War II, Korea, Malaya/Borneo and Vietnam. It has also witnessed the complete restructuring of the Army as directed by the Hassett Committee in 1971 and the reorganisation which has led to the formation of Logistic Groups such as MLG.

1992 is proving to be no different in terms of change. The formation of the Defence National Stocking and Distribution Centre will possibly see the introduction of members of the Royal Australian Navy and the Royal Australian Air Force to No 2 Shop for the first time. The spectre of increased civilianisation also looms on the horizon in 1992.

1992 is likely to be a time of change as great as any other than No 2 Shop has witnessed in its long history. Only time will tell in what manner these changes will occur and how much effect they will have in No 2 Shop and indeed the rest of the Army.

Whatever happens in the future, the Army can be assured that it has achieved long and valuable service out of No 2 Shop, especially when it is considered that it was only intended to be a temporary housing for the expanding maintenance branch of the Army. It continues to function well and may continue to do so

for some time yet. In the meantime all the present serving members who work in No 2 Shop MLG Pass on their best wishes to the rest of RAEME in our anniversary year.

## IT'S IN THE BADGE

*Crafties come from all walks of life  
some are young, some old  
but all can get into strife  
and most (if not all) are bold!  
RAEME Fitters, Greasers, Metalsmiths and Recce Mechs,  
Boffins, Leckies, Roaches, Clerks (Admin and Prod)  
They wear the same badge and do their job by heck  
A minimum of fuss with a wink and a nod  
Tradespeople by any other name  
the Crafty is a big player in the Army game  
often catching other people unawares  
in keeping them moving by making repairs  
to their Guns and Tanks and Trucks and things  
he or she really is the "Tonka Toy" king!  
And be it hot and sunny or wet and cold  
you'll find them there in the sticks  
working hard - with a brew of course  
no job is too tough to fix!  
And look out enemy here's an "FRT"  
caning down the road in a beaten up Series 2 Rover  
(can you imagine the Burke to Burketown rally)  
Watch our Kamarians, they'll run you over!  
But whether they're in camp or out bush  
they're right at home either dirty or clean  
they say 'giddyay' with a cocky grin  
you knowing that they've just committed some cardinal sin  
fighting and playing hard in the arena  
most earn their money - they don't have to be greener  
somewhat unlike most other corps  
flexibility is what they strive for  
And to finish off this piece of prose  
you won't just recognise them by their clothes  
but by their manner and the way the swagger  
(sometimes it's a drunken stagger)  
but look at their eyes and then their hat  
once you've been EME-fixed you won't forget that  
or the six-pack repair bill for services rendered*

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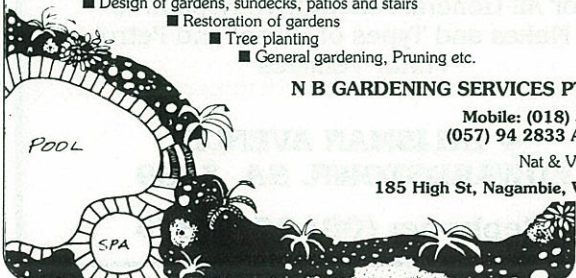
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## MOOREBANK LOGISTICS GROUP

— CONTINUED

and that different badge on which your eyes centred  
"Upon a Horse forcene with fleur-de-lys"  
A lightning bolt the horse did miss  
Who's the bugger riding the horse  
Who else, but a Crafty of course!

LT Mick Conlan

The following is adapted from the poem "The Man From Snowy River" courtesy of A.B. Paterson. It is dedicated to the RAEME element at the Moorebank Logistic Group.

### THE CRAFTSMEN FROM MLG

There was movement at the Workshop, for the word had passed around  
That the vehicle from 2 Can was needed back.  
And had joined the numerous others-needing funding of a thousand pound,  
so all the Crafties had gathered for the great attack.  
All the tried and noted spanners from the unit near and far  
Had mustered at the workshop from sheer fright,  
For the Craftsmen love hard work, legends that they are,  
And the Corporals power surge with delight.  
There was Hanrahan, who dyed his hair grey,  
The Craftsman with his streaks as white as snow;  
But few could match his craftiness — he always got away —  
Just how he did no-one will ever know.  
Well Warrant Officer Robinson came down to lend a hand,  
No better tradesman ever held a tool;  
For no vehicle could throw him which we couldn't understand —

You see he learnt his trade at an Adult Trainee School.  
And one was there, CFN Anderson, a recy mech beast;  
Ready to help a lady in distress,  
A touch of sensitivity? He must be half decent at least —  
I'm sure he wasn't out to impress.  
But still so slight and weedy, are the Appies who came to stay,  
For they draw trouble in everything they do  
From a long and tiring night at the ANZ Night and Day —  
To just pretending that they haven't got a clue.  
Don't forget DFN Howard, who made Kapooka his way  
Carelessly and aimlessly he wanders to and fro;  
Then there's Bravo who, they say  
So they waited, alert and anxious — as Clarky held the phone  
Will be an eternal Crafty for reasons they don't know  
They they waited, and waited, and waited  
"I warrant he'll be with us — yet the time is still unknown!"  
One of the other Corporals, Walden, said.  
So two shops began to work — the Crafties within  
Where the best and boldest spanners take their place,  
And Clarky in charge — provided the phone didn't ring —  
Kept them working, at an honest pace.  
Then they halted for a moment, as the volleyball was passed around  
Because they knew all too well how to play,  
And they whipped all challengers that they found —  
Regardless of the time or day.  
Because down at MLG, is where the true Crafties are  
With their torn and rugged overalls that they wear,  
And the air it smells of grease, an aroma quite bazaar,  
With their spirits high, it just cannot compare.  
And where around the other Corps can only pray  
To match what RAEME holds with pride —  
The Craftsmen from MLG is a household word today,  
And the spanners tell the story Australia wide.

Adapted by Lieutenant Megan Davidson on 8 March 1992

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# 173 GENERALLY SUPPORTING EVERYBODY

by Craftsman PHIL GIBBS

**I**t's been quite a while since an article from 173 graced the pages of the 'Craftsman'.

Rather than rave on about what's happened since our last press release, we thought it more expedient to tell you all what we are about NOW.

173 General Support Squadron (Workshop) is in fact one of RAEME's largest units, with a posted strength of one Officer, 12 WO's/SNCOs and 54 ORs. Sadly, the ORBAT lists us an Aviation Unit, but fortunately, we know the truth – the pilots are attached to us purely to fly our all-trade-fitters around the country, from one exotic location to the next.

All trade swan trips aside, what do we do?

173 operate the Army's sole fixed wing aircraft Land Command squadron. Our tasks are many and varied, ranging from recon to flood relief, photographic survey to EW, (oops, break my biro, shouldn't have said that), psyops, stores drops, para ops and illumination. If a fixed wing aircraft can do it better, faster, further, higher or more reliably than a helicopter, then 173 WILL, (and generally do).

The RAEME people support all this effort. We maintain, service and repair a fleet of 10 Pilatus Porter and five Nomad aircraft. This is in addition to the unit's other assets such as trucks, landrovers and generators etc. If something can be broken by someone else, then we can usually fix it.

The gear we have to work with is old, cranky, cantankerous and generally unreliable. It causes us to work late and spend many sleepless nights. That's enough about the ASM though, the aeroplanes cause us some heartache from time to time also.

At present the unit is gearing up for K92. Our contribution will be quite substantial. With road parties, air parties and rear parties, be assured that it AIN'T no party here at present. We will cope though, and continue to do it better, faster, further, higher, than any helicopter mob can aspire to. For K92, we have condescended to let a couple of choppers attach themselves to us. This is a sort of OJT for them, in how to do it better, faster etc .....

Recently our call sign has been changed from 'HORNET' squadron, (the RAAF couldn't hack the competition) and we are now 'REDBACK' squadron. Be warned though, that 'bum-biter' jokes will not be tolerated. The redbacks don't bite arse, they kick it.



Pilatus Porter "War Bird" 1967-1992. The fleet will be withdrawn from service by December 1992 — unfortunately



GAF N22 Nomad – "First the recovery". Nosewheel "bogged" at Lake Clifton WA

## **In early 1992 we say:**

### **Farewell to**

CAPT Jim "The Boy" Phasey  
WO2 Ken "Koak" Chambers  
SGT "Chook" Fowles  
CPL Col "FleaBags" Lee  
CPL Kel "Monster" Jarret  
CPL Danny Duza  
CFN "Budge" Bujdegun  
CFN Mark Symonds  
CFN "Pogo" Smith  
CFN "Agro" Staude  
CFN Mark Payne  
CFN Jason Whitton  
CFN Al Mace  
PTE Scotty Bramble  
CPL Mark Federich

### **AND**

### **Welcome to:**

CAPT "Hector" McWatters  
WO2 Lloyd Bowles  
SGT Steve Eves  
CPL Wayne Horslen  
CFN Peter Simpkin  
CFN "Stacka" Scott  
CFN Greg Stumer  
CFN "FJ" Munro  
CFN "Monty" Moncrief  
CFN "Spock" Slater  
CFN "Junior" McNaught  
CFN "Tassie" Haddad  
CFN Roger Michalanney

To close off, one last thing. If your unit should be working with, or near one of our aircraft, say 'hello!'. The guy in the flying suit, without the pips is a RAEME dude just like you. He would probably appreciate a warm welcome and a cold beer at the end of the day too!

**P.S.** Say hello to the other guy too,

our pilots are OK fellas as well.

1991 was a bad year for Army fixed wing aviation. A Nomad and a Porter were lost in separate crashes with the tragic loss of 6 lives. Though we do have a good time, supporting Army Aviation is a very serious business.



# Happy 50th Birthday to 16079 SGT MARK ADAMSON

by SGT DARYL BURGESS



**A**s the Corps History goes on and the Corps approaches its 50th birthday, a well known and respected member of the Corps has reached that same milestone.

Enter 16079 Mark 'Marcus' Adamson, the Corps most senior Vehicle Inspector (so he keeps telling us) who has just notched up his third clasp on his long service medal. To the junior members that means he has been in the system for 30 years.

Marcus was born at Midland Junction on 20 February 1942 and later moved to Kalgoolie in the Goldfields. Work was hard for the young schoolboy so he persuaded the family to move to easier pastures. The family packed its bongos and moved to collie in the heart of the south west. Being in coal country and working underground wasn't Marcus' idea of making money, so he opted for an easier job, apprentice motor mechanic with a local car dealer.

With his talents coming to notice (cricket, football and women) sport became higher on the list of priorities than work, and as a consequence he went on a touring holiday around Australia.

Finally settling in Brisbane and enjoying casual work Marcus decided to enlist in the Army. On the 27 April 1961 Marcus enlisted for a period of 6 years, and after vigorous training as a recruit (1 RTB) he was sent to RAEME Training Centre (RTC). In October Marcus married his lovely wife Denise. Once the young soldier completed his training he was deemed to be a Vehicle Mechanic (VM) and on 9 April 1963 was posted to 2 Base Workshop Company.

From 2 Base Marcus started on what has proven to be a long and colourful career with numerous postings, the postings he had in the next 20 years were:

- Aug 1964 Posted 1 Fd Regt LAD.
- April 1965 Posted 101 Fd Wksp (Marcus served with 101 Fd Wksp in Vietnam during this posting with the unit)
- Jul 1968 Posted 390 Tpt P1
- Jun 1970 Back to 101 Fd Wksp
- Nov 1973 HQ 2 EME Gp
- May 1977 2 Base workshop
- Mar 1983 Sydney Wksp Coy

These postings covered a period of 23 years and all this time he spent in the same married quarter (MQ), which was located at Tarakak St Holsworthy. Marcus and Denise decided that they

needed a change of scenery so Marcus was posted to the now disbanded Perth Workshop Company in Sept 1986.

With the formation of Logistic units Perth Workshop became a part of Perth Logistic Battalion, so Marcus was re-directed to Perth Log Battalion in Sept 1989. Marcus has assured all corps members that he won't be spending the same amount of time in this MQ as he did in his previous and only other MQ in Sydney.

Marcus is a respected member within the unit and is well known by all ranks, from new members to the units most senior members. Definitely a character at all functions he attends especially where ART GUNS are concerned.

Marcus is well known throughout the Army where some members know him as 'Crabable' Adamson, the Australian Assassin for his crabbing (sand crabs) explorations. Marcus has the ability to feed half the unit on returning from one of his many expeditions.

Marcus is a true character of the Corps and one of the few long timers in the system. If you ever meet him at the bar buy him a drink and many a tale he can tell. The tale he can tell the best is the one about 'borrowing an American jeep from inside an American compound'. I think Marcus can tell you the rest.

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# CRAFTIES IN 1991 BOURKE TO BEAGLE VARIETY BASH

Written by CPL G. McKIE

*On the first of June 1991 four blokes from the School Of Military Engineering's RAEME Workshop headed off from Sydney on one of the greatest Exercise Training trips of all times. This was of course The 1991 Redex Variety Bash.*

The Bash as it is known started at Australia's Wonderland, Sydney with the final destination, after eight gruelling days being Darwin. Day One and Australia's Wonderland was brought to life with the sights and sounds of over a hundred and sixty pre 1966 cars and trucks with lights, sirens and any other form of noise making equipment going off. The noise though didn't stop there it continued on to the first nights stop of Bourke and through every town in between a total distance of 820km. The fun raged on into the early hours at Bourke eventually winding up as the last of the poor stragglers were making their way to that days finish line.

Day Two was the official start with entrants from Victoria now meeting up with the NSW entrants. Our entry vehicle a 1958 FC Holden was in all her blaze and glory as we pulled up to the start line. For some unknown reason though there seemed to be an abundance of police around in all shapes and sizes, apparently someone had been trading off NSW Police shirts the night before.

With as much hysteria as possible the circus of cars headed off from Bourke only to be pulled up just out of town at a police stop not having much in the way of bartering goods with us one of our crew had to surrender his cam shirt

so as we could get through. After this unscheduled stop we headed off onto the first, of what was to be many dirt stretches. About midday we encountered a massive 3km straight of mud and slush, some cars had tried unsuccessfully to go around only to get bogged out in the mulga, therefore the only through was up the guts with a ton-a-steam, Sideways mainly we made it through.

The day was filled with a lot more excitement finally ending with us arriving into the night stop of Roma at about 2am with an extra passenger, iron man Trevor Hendy.

Day three found us leaving Roma for Longreach with no less noise than that of the Sydney start. As we passed through Longreach cars could be seen in every service station making repairs even the most flash cars were making some form of repairs. The roads that the Bash follows are hardly ever the most direct route between two places and in many cases these roads are not even on any maps, such roads were again present on this day. We arrived into Longreach at about 8pm for the halfway black tie dinner. Total distance 707km.

Day Four and we said goodbye to Longreach and the Stockmans Hall Of Fame as we headed for Cloncurry over what was to be the toughest stretch yet. By the way John Farnham and Glenn Wheatly decided to have a little fender bender with Grant Kenny and Trevor Hendy back on Day Two (hense our extra passenger that day) which resulted in Grant and Trevor's car being put out of the Bash with fatal rear end wounds. Today however they have returned from Mt Isa with one mean mother of a HR Holden. While we are on the subject of HR Holdens the RAAF decided to enter one, built at the budget price of \$40,000 which has so far broken down on a number of occasions. Be assured full complimentaries were extended to them by us as we putted on by. Day Four total distance 523km.

Day Five on to Burketown in the Gulf of Carpentaria, a total distance of 425km.



Walkabout Creek Hotel, McKinally, Qld

Today we definitely left any sign of sealed roads behind us, we finally started to get into the stuff we came here for, bulldust, and miles of the stuff. We were now right into black fella country and if we broke something out here it would be a long walk, fortunately we only encountered a busted fuel line and a near roll over thanks to our ace rally driver LCPL Mark Cunningham.

By mid afternoon the liquid stocks in our boot mounted fridge

had depleted and it was a very dry situation, suddenly out of the dust appeared Gregory Downs Hotel our saviour. After a bit of a relax it was off again as we wanted to make Burketown by dark. Only one more surprise before Burketown, a major party stop provided by one of the entrants who somehow managed to get a trailer load of all the types of refreshments available out to the middle of nowhere.







Day Six and everybody was set for the run across the Gulf to Borrooloola a distance of 545km. Each car was set off at intervals of two minutes because of the extreme amount of bulldust reported to be ahead, what an understatement the stuff was up to a metre deep, so visibility was down to zero. All that could be heard were warnings of danger spots approaching, a car could be six foot in front of you, which they sometimes were, and you couldn't see him. Finally after five hours of the stuff we crossed the N.T. Border onto a bit better roads. Eventually we reached Borrooloola at about 9pm after some serious creek crossings negotiated by our driver number two CFN Ian Black to be greeted by very hospitable locals and the best barramundi ever

## CRAFTIES IN BOURKE TO BEAGLE BASH — CONTINUED

tasted. Day Seven and we left Borroloola for Mataranka Springs a distance of 545km. The morning was pretty straight forward with a special timed section first up then onto some of the longest straight stretches I have ever seen therefore numerous pit (party) stops were held along the way. A welcome relief was to be found at Daly Waters Pub, blow and behold a McDonalds complete with huge blow up Rotten Ronnie. For those who are interested this pub is now owned by former RAEME member CPL Bruce Caterer. With our bellies full we headed off again, reaching Mataranka Springs at about 4pm for a well deserved swim and the Red Faces Show Night with special guest John Farnham.

The last day was a full head on assault into Darwin, after a brief spin through a final special timed section driven this time by CFN Eric Mulder. This section proved to be extremely rough and a lot of cars were to come to grief on it. With a quick lunch stop at Adelaide River it was off to Darwin, which we reached at about 4pm. The following night a celebration dinner for all "bashers" was held the end for another year.

The 1992 Kelloggs Variety Bash will be held in September of this year and be assured you will find our 1958 FC Holden there, bigger and better than ever with our major sponsor TADANO CRANES, BLACKWOOD HODGE AUST PTY. LTD.

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On behalf of my crew I would like to thank all our sponsors for all materials and donations given. The following companies will be once again supporting us in this year's "Bash" our thanks to you.

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Thank you to the 107 Field  
Recovery Unit

The City of Noarlunga wishes to thank Lt. Craig Chatterton and the men of the 107 Field Recovery Unit at Keswick for recovering thirteen wrecked vehicles from the Lonsdale foreshore.

Congratulations on a job well done!

# Broadmeadows Logistic Battalion

by SGT "DINO" PERRY and CPL RON NEWLAND

As we enter this Golden Jubilee year for our Corps, those of you who have been posted to Broadmeadows Logistic Battalion (BLBn), would be most surprised by the number of changes that have occurred. Since the beginning of 1991 the Battalion and in particular Equipment Company (former Maintenance Company, Equipment Maintenance Company, etc ...) has taken a significant cut in military manning, heading towards the ultimate goal of 25% military and 75% civilian whilst still maintaining customer service and satisfaction.

1991 saw the arrival of CAPT Oakey, who took up the reins of OC Maint Coy and who, since the amalgamation of Maint Coy with PISCES Pl, has become MAJ Oakey, OC Equip Coy.

May 91 saw the start of a series of

adventure training exercises for the Battalion. These exercises entailed activities such as bike riding, canoeing, and bush walking. A typical example of the SNCO adventure training was recapped by WO2 Jack Martin over a quiet beer in the mess and it goes something like this:

"There we were, myself and Ray McCann teamed up in the canoe out in front setting the pace. The waters turned nasty, he said "right", I said "left", me being in the front I had my way. All of a sudden we're on our way. The front of the canoe started to go in a direction which was not intended, the rear doing likewise. Just before I disappeared below the waterline a loud chuckle was heard coming from the rear of the canoe. While not being impressed with having certain parts of my anatomy inserted in my neck due to the cold, the sight and sound of McCann standing in knee deep water and being bone dry showing me what a belly laugh looks like. Being a true professional I swallowed my pride, recovered the canoe and set off again, not saying much to McCann which could be put in print, but vowing to get my revenge. It was not long before the McCann/Martin combination overtook the field. With home port in sight and still being disgruntled about the situation a chance arose, he wanted left so I went right. This was justice, revenge, there was McCann two floaties in his throat trying to tread water. I had just learnt the joys of belly laughing."

The next major activity involving the Battalion was the annual field exercise (AFX) which was held during October in the Tallarook/Puckapunyal area. The exercise was conducted over an eleven day period with all participants broadening their military skills. This years AFX was conducted a little differently to previous years in that the platoons were not only involved in IMTs, they also had corps orientated deployments and DPs as well as participating in a live fire exercise. The skills learnt in the early phase of the AFX were put to the test by the sections during Exercise Hard Yakka, a Brigade style skill at arms contest.

This contest involved each section being given the grid reference of a pre-determined start point. Over the next 36 hours the sections visited a number of stands located far and wide across Pucka range. At each of the stands their initiative and knowledge was tested to the limit, with subjects such as first aid, ratel, mines/obstacles and navigation. The incentive to get

the navigation correct was less kilometres travelled by foot and also making the food stand before starvation set in. Points were allocated according to the sections performance to the task at hand. The overall competition was won by a section led by CPL Lou Fricker with the section members being a mix of most of the Corps within the Battalion.

Early November saw the annual RAEME Vs RAAOC (led by the Medics!)

rugby league challenge. With a seriously depleted RAEME team, due to course commitments, the valiant RAEME side, led by Ron Newland, desperately fought hard to hold off a team of RAAOC ring-ins. Alas, however gallant their efforts, when the final siren sounded RAAOC and its ring-ins defeated the RAEME side.

The last parade for 1991 was the unit's third birthday. This parade was significant in the fact that three Corps Banners, RAEME, RAAOC and RACT were paraded. A highlight of the parade rehearsals was MAJ Oakey meeting the Reviewing Officer. Following the parade a sports afternoon was held where the all conquering Maintenance Coy No 1 side prevailed.

Early Jan 1992 was a time for mixed emotions of the Battalion. A parade was held to hand over command. The outgoing CO LTCOL M. Tabone AM had done much to enhance the reputation and standing of the Battalion in both the Military and Civil community. We are all looking forward to serving with and working for the new CO LTCOL J. Watkins as we strive to meet all the challenges the Jubilee year holds.

Finally we would like to welcome all the new faces that have marched in and say farewell to all those leaving us for other pastures. HAPPY SOLDIERING in 1992.

## MARCH IN

LTCOL Jenny Watkins, LT Steven Sims, LT Nick Surtees, WO1 Steve Issanchon, WO2 Trevor Toon, SGT Scott Barber, CPL Tom Foster, CFN Joanne Nickels, CFN Brett Nickels.

## MARCH OUT

LT Tim Connolly, LT Ted Leunig, LT Michael Monaghan, LT Andrew Robinson, LT Adriana Van Der Zwart, WO1 Paul Jenkinson, WO2 Steve Borton, WO2 "Guns" McDowall, WO2 Rick McComb, SSGT Des O'Brien, SGT Greg Saunders, CPL "Hewy" Houston, CPL Chris Johnson, CPL Neil Lawless, CPL Dave Portlock, LCPL Terry Cassidy, LCPL John Connolly, CFN Andy Pearce



RACT, RAAOC and RAEME banners on parade

# A Farewell to...

## 58837 WO1 Philip William Pitchers

by WO2 DOUG GREGORY

**M**r and Mrs John Pitcher's little boy Philip was born in Kalgoorlie, WA, on 1st July 1947. Phil, as he is affectionately known, has a sister Rhonda and two brothers, John and Glen.

Phil spent his childhood years in Norseman, WA where he completed Primary and Secondary school. His introduction to "spanners" came at an early age as he spent time working in a garage in that area. He also took on the task of delivering newspapers to the townsfolk.

In January 1964 Phil went east to Army Apprentice School, Balcombe, to begin his apprenticeship as motor mechanic with the 19th class.

Some of his postings since graduation from Balcombe include:

2 Base Wksp Bn	Sydney
Jan 67 - Aug 68	
102 Fd Wksp	SVN
Aug 68 - Sep 69	
404 Tpt P1	Perth
Sep 69 - May 70	
Western Cmd Wksp	Perth
May 70 - Dec 70	
5 BOD	Perth
Dec 70 - Oct 71	
Anare Det	Antarctica
Oct 71 - March 72	
5 BOD	Perth
Mar 72 - Jun 73	
51 Sup Bn	Perth
June 73 - Jun 76	
Phil and Maureen were married on 6 March 1976	
101 Fd Wksp	Sydney
June 76 - Aug 77	
Perth Wksp Coy	Perth
Aug 77 - Sep 78	
51 Sup Bn	Perth
Sep 78 - Dec 79	

SASR	Perth
Dec 79 - Aug 83	
EIS HQ 3 MD	Melbourne
Aug 83 - Aug 85	
106 Fd Wksp	Brisbane
Aug 85 - Dec 86	
12 CE Works	Mendi PNG
Dec 86 - Feb 89	
Perth Wksp Coy	Perth
Feb 89 - Sep 89	
Perth Log Bn	Perth
Sep 89 - Aug 91	

Phil had a fairly chequered career and has performed in many areas and there are many stories that could be told. On one occasion Phil had the attention of all and sundry in the Assembly Hall at Campbell Barracks, Swanbourne. He was to stand in front of his fellow course members (SASR Selection Course) and recite the Regiment's marching song "The Happy Wanderer". A stunning and superb performance with not a sound from anyone. Perhaps it had something to do with him being awarded "Top Student" on the course.

He has also been known to assist a fellow course member in trying to "make money" on the pokies in Albury. The money they started with was to be a house deposit however the pokies came out in front.

Phil's ability to get things done coupled with his knowledge of the system and the people in it was a major



PHIL PITCHERS

contributing factor in making the Perth Logistic Battalion Sergeants Mess what it is today. Phil is continuing his association as an active Honorary Member

Phil retired, after 27 years service, as Warrant Officer Class 1 on the 4th August 1991. He has taken up the position of Administrator at Goodwill Industries in Malaga WA.

On behalf of all people that know Phil and those in the corps of RAEME, I wish Phil, Maureen and sons Paul and Ben, all the best in the future and may the rest of your stay be as colourful, healthy and exciting.

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## NORTHWEST AIRLINES

# THE RAEME RUGBY UNION FLIES NORTHWEST IN OCTOBER 1992

by LTCOL BUCK JONES

Since my last article in the November 1991 issue of the RAEME Craftsman, the RAEME Rugby Union has made giant strides in its progress towards success in the "EME Rugby World Cup" to be contested at Aborfield in the UK in October this year.

Most significantly, and as suggested by this article's title we have gained major sponsorship from the USA's fourth largest airline, *Northwest*. Consequently, the RAEME squad will be travelling via the USA to and from the UK tournament, and will be playing games in Washington and Honolulu on the return journey.

The UK/USA tour will now be from the 3rd to the 25th of October 1992, with the first week culminating in the international EME tournament at Arborfield, the second involving local tours for social games in the south of England, and the third week in the USA on the way home for games against the US Army and/or Marines.

We are extremely grateful to *Northwest Airlines* for their generous support and pledge that we will endeavour to provide worthwhile exposure of their name and logo through our on and off-field performance and behaviour. This sentiment was expressed on behalf of the RAEME Rugby Union by our Patron the DGEME-A, Brigadier John Kingston, to the ACT manager of *Northwest Airlines*, Mr Tom Mincey, at a meeting to formalise

the sponsorship held in *Northwest's* Canberra Office in January this year.

Commercial sponsorships, to help meet travel and outfitting costs have also been offered by many commercial organisations who have a close association with The Corps. Those organisations who have offered sponsorship are gratefully acknowledged on behalf of the RAEME Rugby Union.

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From within the Corps, many Unit, Mess and Club sponsorships have also been offered. Listed below are those from whom we have received a sponsorship commitment at this stage, and gratefully acknowledge on behalf of all RAEME Rugby Union members:


Moorebank Logistic Group \* Puckapunyal Logistic Battalion  
• 4-B-Bar • Holsworthy Fishing Club • MEA • 106 FDWksp  
• Townsville Logistic Company • 101 FD Wksp • ACT Wksp PL  
• Broadmeadows Logistic Battalion • Tech Sqn 1 Armd Regt  
• Sydney Workshop Company • Enoggera Spanner Club • Oakey Wksp Bn

A private donation has also been received from Colonel and Mrs W.I.N.S. Hicks-Hall. Sincere thanks to Colonel and Mrs Hicks-Hall.


We still have a long way to go in funding our total 1992 budget of \$95 000, but we are on target and confident of meeting our goals if the current level of support continues Corps



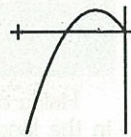
Patron of the RAEME Rugby Union, the DGEME-A Brigadier John Kingston, accepts the major sponsorship offered by Northwest Airlines ACT Manager Mr Tom Mincey

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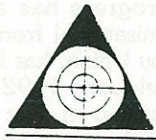
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**RAEME Rugby Union  
United Kingdom Tour  
October 1992**



## RAEME RUGBY UNION — CONTINUED

wide. I would remind all those planning fund raising activities that we must make a final commitment to REME on our attendance, and pay our international travel costs in July. Consequently we would appreciate your cheques, made out to the RAEME Rugby Union, before the end of June.

Progress has also been made on the managerial and organisational fronts. Corps Instruction No 31, The RAEME Rugby Union, has been finalised and was signed and distributed in February 1992. This instruction formally authorises the formation of The RAEME Rugby Union and serves as the Union's constitution. Also a draft RAEME Rugby Union Handbook, designed to be updated yearly to record the Union's activities and detailed management procedures, is currently being prepared.

RAEME Rugby Union membership is growing fast. Membership is open to all members of RAEME, both past and present, and their associates, for a small membership subscription fee which is currently \$10. A membership registration form is enclosed. Members receive a regular newsletter and their registration fee contribution is used to fund rugby development camps for playing members.

At the time of writing, the program for the first development camp for 1992 is being finalised by David Clark, Head Rugby Coach at the Australian Institute of Sport (AIS). It will be held at Ballymore in Brisbane over the weekend 10 - 12 April. Other coaches and lecturers include sports psychologist Ian Lynagh, rugby fitness expert Dr David Jenkins from Queensland University, sports nutritionist Holly Frail and the Queensland development coaches Geoff Shaw and Terry Burkett. I will report on this camp in the next issue of the Corps Liaison Letter.

Two further development camps are scheduled for this year. The next in July at Concord with the NSW RU immediately prior to this year's Inter-Corps challenges matches planned against RAAC and RAA, that will serve as selection games for the touring squad. The last camp will be held at Randwick with the Randwick RU Club coaches, including the World Cup winning Wallaby coach Bob Dwyer in the last few days immediately prior to departing on tour from Mascot on the 3rd October.

RAEME Rugby Marketing is selling sporting and leisure apparel featuring the RAEME 50 logo. Profits generated will be used to equip and outfit the touring squad. Marketing procedures have recently been reorganised under Major Dick Boyce and should result in quicker delivery of goods ordered. Please support the RAEME Rugby Union, and publicise the Corps 50th anniversary by buying at least one clothing item from us. An order form is included in this issue of The Craftsman.

This marketing venture was started with seed funds provided by a loan from the REME Corps Committee. I am pleased to report that business has been such that the loan was able to be repaid in full on 28 Feb 92, and still leave sufficient trading stock. We thank the Corps Committee for their generous financial support, and for their confidence in us as a new RAEME organisation.

As I wrote in the last issue, the RAEME Rugby Union's 1992 program is an ambitious one for a Union only one year old. We need the support of all Corps members, not just Rugby players, if we are to succeed. Please help us ensure success and justify the confidence shown by our sponsors, by giving your support both moral as well as financial. Become a member of the RAEME Rugby Union, organise or support a fund raising activity in your unit, and purchase an article of clothing featuring the RAEME 50 logo through RAEME Rugby Marketing.

## AUSTRALIAN DEFENCE STAFF PAPUA NEW GUINEA

by MAJOR G HUTCHINS

Halou ol Wantoks lon olgeta lon RAEME Representatives here in the land of the "KUMUL", you will I am sure be pleasantly surprised in today's Defence Climate that RAEME has still a number of overseas postings with the largest overseas RAEME contingent being here in Papua New Guinea.

*RAEME Personnel posted to Papua New Guinea are:*

<b>Port Moresby</b> (Secondment to PNGDF)	Arrived
Maj Geoff Hutchins - HQPNGDF - SO2 Plans/Trg (TS)	(91)
Maj Bob Turl - Air Tpt Sqn - SENG	(91)
Capt Trevor Hawkins - Pom Wksp - 2IC Pom Wksp	(91)
Capt Malcome Norrie - Air Tpt Sqn - ENGO	(92)
WO1 Terry Madigan - Trade Training Unit - TDO	(92)
WO2 Warren Knight - Pom Wksp - Trade Repair Spvr	(92)
WO2 Sandy Johnson - Air Tpt Sqn - Mait Co-ord	(92)
Sgt John Knipe - Air Tpt Sqn - Air Frame Instructor	(91)
<b>12 CE Works Mendi</b> (Aust Unit)	
WO1 Terry Fage	(90)
Agt Allan Whitting	(92)
Sgt Chris (Bandy) Batten	(92)
<b>11 CE Wks Vanimo</b> (Aust Unit)	
WO1 Wolfenden Prov Main Spv	(92)

Time spent in this country goes extremely fast with never a spare moment either at one's place of employment or after hours in the very hectic social scene.

The recreational and social scene is the best you will find anywhere. There is not a day or evening pass without a social or sporting activity taking place.

For the boating or water enthusiast you will be in your element in the waters around this part of the country for fishing, swimming, snorkelling and/or scuba diving. The waters are always warm and clean away from the main land, especially around the many islands and coral atolls surrounding the Port Moresby area, and get better further north to Madang, Rabaul and Vanimo.

To celebrate the Corps 50th Birthday, all RAEME members here in PNG are endeavouring to arrange transport back to the home of RAEME, Bandiana, to participate in the Birthday celebrations. If transport cannot be arranged the members of the corps can be assured that the 50th Birthday of the corps will be celebrated in an appropriate manner here in PNG.

Along with the RAEME 50th Birthday this year there are many significant 50th anniversary events being commemorated here in PNG. They are:

Jan 20 - RAAF send six Wirraways against one hundred Japanese Aircraft over Rabaul

Jan 23 - Japanese land at Rabaul and Balipanpan

Feb 2 - First Air attack on Port Moresby

Mar 10 - Japanese land at Finschaffen

May 4 - Battle of the coral sea

May 23 - Kanga Force moves to Wau.

Aug 10 - Australians withdraw from Kokoda

Aug 26 - RAAF Squadrons 75, 76, 30 and 22 in action at Milne Bay, Kokoda and Buna

Sep 4 - Cpl A Fench VC at Milne Bay (Posthumous Award)

Sep 5 - Japanese withdraw from Milne Bay

Nov 7 - Australians recapture Kokoda

(Information obtained from RSL Diary and Ex-Serviceman's Guide.)

As you can see 1992 is a big year not only for the Corps but also for PNG in respect to the events that occurred in the Year 1942.

We, the RAEME Representatives here in PNG wish all the members of the Corps well in this the 50th Anniversary year, and may you all enjoy life.

LUKIM YU BIHAIN

# 5TH AVIATION REGIMENT WORKSHOP "Fully Operational"

by Lieutenant PETER HARRIS B.E. Aero (Hons)

On the 20th of November this year, the 5th Aviation Regiment Workshop celebrates its fifth birthday. The goal set for the Workshop, and for the Regiment itself, is to be "Fully operational" by that date. Implied by this goal is the capability to operate two squadrons, each capable of lifting an Infantry Company, as well as operating an Aerial Fire Support element. The unit must be capable of maintaining these operations in the field for protracted periods, with one squadron deployed separately. Airmobile support is provided by the Black Hawk Battlefield Helicopter, and the fire support is provided by Iroquois Gunships. Anyone familiar with aircraft operations and maintenance will agree that this is a formidable task.

Raised in 1987, the Workshop started life in the humblest of ways, and in just over four years it has grown into the largest RAEME unit in North Queensland, and one of the most impressive supporting units on the Army's order of battle. With maintenance personnel numbering over 200, and equipment valued in the tens of millions, the members of the 5th Aviation Regiment Workshop are acutely aware of the responsibility placed on them by the Army.

## ROLE

The 5th Aviation Regiment's principal role is to provide air mobility to Australia's ground forces. This role is reflected in frequent air operations with the Army's Operational Deployment Force (ODF). The Workshop allows the Regiment to fulfil this role by providing unit repair and recovery of all technical equipment in the Regiment and field repair of aircraft and related equipment.

## STRUCTURE

The structure of the 5th Aviation Regiment Workshop is currently a reflection of its RAAF origins. Each Squadron has a Technical Troop responsible for flight line and first line maintenance tasks generally up to 4 hours in duration. The workshop is responsible for second and third line maintenance, including the major aircraft routine servicing termed an "R3". The R3 servicing is performed on each aircraft after 500 airframe hours, and take around eight weeks to carry out, assuming no significant delays.

Within the Workshop there are nine main parts; each forming a vital link in the maintenance chain:

1 & 2 Firstly there are the two Technical Troops which come under command of the Aviation Squadrons and under technical control of the OC WKSP, currently Major Andrew Barton.

3. Next we have the Admin personnel responsible for the B1 store and the Orderly Room, and the day to day administration of the Workshop.
4. The workshop has its own Repair Parts Supply Troop, responsible for obtaining the thousands of spares used each year by the Workshop.
5. The EME OPS cell coordinates all Workshop maintenance and controls the mass of technical paperwork inherent with aircraft maintenance.
6. Aircraft Servicing and Repair Troop performs the main maintenance functions of the workshop, itself comprised of Aircraft Fitters, Safety Equipment Workers, Sheetmetal Workers and Electronic and Radio Technicians.
7. Avionics Repair Troop is next, with its capability to perform bench level repairs on the high-tech avionics systems found on board the Workshop's aircraft.
8. Armament Repair Troop provides the Workshop with the ability to maintain the various weapon systems and explosive devices found on both aircraft. The 7.62mm minigun and the 2.75" rocket systems, found on the Gunships, are two examples.
9. Last, but by no means least, is Ground Support Technical Troop. This Troop has the formidable task of maintaining 106 vehicles, 67 trailers and an array of ancillary equipment. This section provides the Workshop with the deployability it needs to function in the field.



5 Avn Regt Wksp personnel conducting modular maintenance

A review is currently in progress to more closely align the Workshop to other Army Workshops and RAEME doctrine, enhancing its mobility and deployability. In effect this will break the Workshop into two repair groups, one to support an independently deployed squadron, and a heavier element operating with Regiment HQ and the other squadron. This leaves only a light "flight line crew" under command of the Aviation squadrons themselves. Incorporated into these changes will be the passing of most R3 servicings over to commercial support, with Aerospace Technologies of Australia (ASTA) having won the first contract. The changes are expected to start towards the end of this year.

A further change to the Workshop's structure will take place on the arrival of the new D model CH-47 Chinook. This additional fleet of four aircraft will

also be maintained by the Workshop, further increasing our responsibility.

## RAEME RUGBY UNION

— CONTINUED

### AIRCRAFT SERVICING

To appreciate the complexities of aircraft servicing, one must first look at the philosophy behind it. Unlike in ground vehicles, the failure of an aircraft component is often abrupt and life threatening. A steering column in a 110 Landrover can be allowed to develop faults, with maintenance personnel carrying out corrective maintenance only after the fault develops, but before failure. For a flight control rod orbiting at 800 rpm at 5000 feet, with 14 people on board a 13 million dollar aircraft, even a minor fault can rapidly become catastrophic. Aircraft maintainers therefore spend more than half their time carrying out preventative maintenance. Engines are stripped right down and inspected, complex avionics checks are carried out on a regular basis, and every frame and panel of the entire airframe is closely examined for potential problems.

As a result of the complex nature of aircraft maintenance, the RAEME Aircraft Tradesman is the cream of the crop, with typically a 12 month course at RAAF Base Wagga, and an eight week aircraft type course up his sleeve, just to make Craftsman. All this is on top of his other Army training and any specialty areas he may also be trained in.

Currently the RAEME tradesmen at the 5th Aviation Regiment Workshop are a mixed bunch from all areas of the Army. Many are ex-fitters from elsewhere in RAEME or with extensive experience on other Army or RAAF aircraft; many are from other Corps with aspirations for a technical and rewarding career, and many are new to the Army as a whole with high hopes of a full and exciting career. As part of an ODF related unit, these Tradesmen will also enjoy the highest state of readiness of any major RAEME unit, will frequently practice what they preach in the field and will be required to be DP1 and FE as is standard.

### 1992 COMMITMENT

1992 is panning out to be the biggest year for the 5th Aviation Regiment Workshop yet. We are deploying for the first time as a workshop on Exercise Kangaroo '92 in the Northern Territory, taking with us around 50 Vehicles and 150 personnel, and supporting 22 aircraft.

In August this year we will deploy again on Exercise Swift Eagle to Shoalwater Bay. This exercise which lasts for around 3 weeks, tests the state of readiness of each unit with no warning given until the last moment.

The 5th Aviation Regiment Workshop will also play a big part in celebrating RAEME's 50th birthday along with other North Queensland units. Finally the Workshop will celebrate its own fifth birthday with a Company lift display for the City of Townsville, a birthday parade and unit celebrations. A busy year to say the least.

ALICE SPRINGS

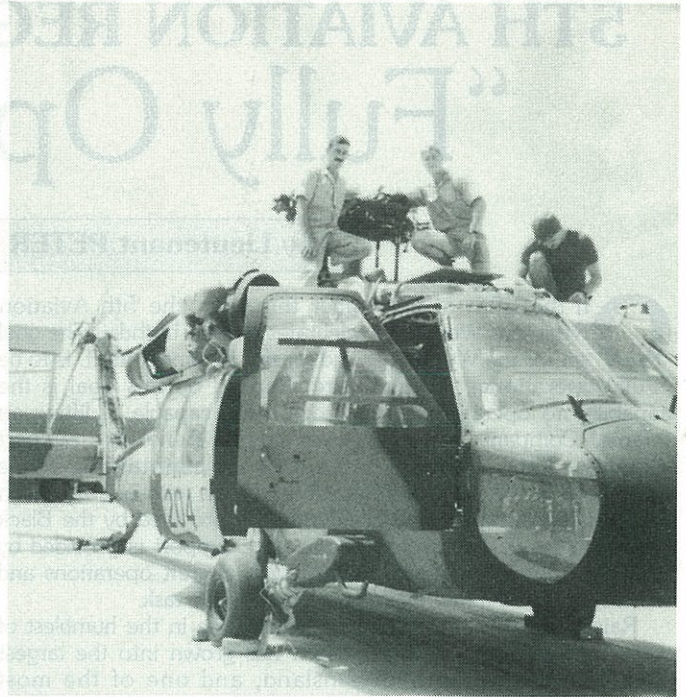
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Tradesmen carrying out a main rotor blade change on a Blackhawk

### CONCLUSION

The still understrength 5th Aviation Regiment Workshop is a working unit where hard work is rewarded and careers are made. As many other Army units are being cut back or are changing to Reserve, the 5th Aviation Regiment Workshop is a growth area with room to spare for aircraft maintainers who have what it takes.

As the 5th Aviation Regiment Workshop nears a turning point in its life, all those involved with it can feel both the pressure and the excitement. Two Major Exercises, 12 R3 Servicing, a major workshop restructuring, a host of unit and individual training and various other commitments, will make 1992 a year to remember.

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# UNIT JOTTINGS

## ALL CORPS APPRENTICE REUNION

by COL S.B. BRAMAH

An all corps apprentice reunion is planned for 12 Dec 92 at Latchford Barracks, Bonegille, Vic. The aims of the reunion are to dedicate an avenue of trees (one for each graduating class), view the graduation of the 46th class and, of course, renew old acquaintances and commence new ones.

Contact has been made with the majority of ex-apprentices including pre-first class workshop apprentices, informing them of the planned reunion and the dedication ceremony. Advertising in Army News, Corps Magazines and other media publications has taken place and is continuing. Information on the graduation ceremony for the 46th Class and the commemorative reunion is being prepared for distribution to all concerned.

Funding for the avenue of trees relies on donations from ex-apprentices. We have already received over \$2000.00. Some 30 "Plane" trees (similar to "Oaks") approximately 4m high have been purchased from these donations and planted and it is expected that sufficient will be purchased this coming year to complete the avenue at least up to the 46th Class.

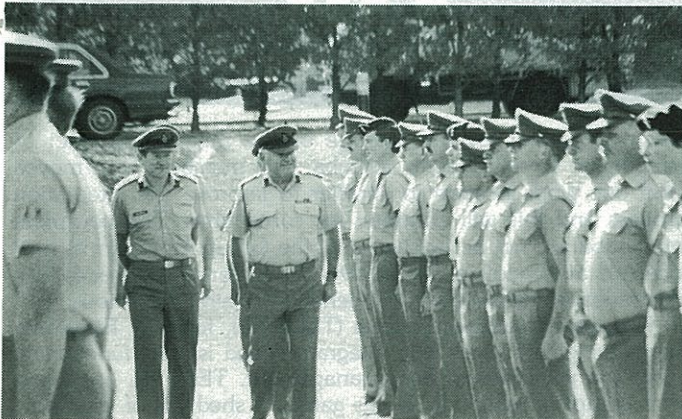
The trees for the subsequent 20 or so classes will be planed by the end of 1993 to allow all the trees to grow at a similar rate. Each future class will be requested to donate funds toward their tree.

In co-operation with RAEME Training Centre and other Corps centres, we are also developing a comprehensive listing of all past and present apprentices' names and addresses. This will be held on computer data base at Latchford Barracks and RAEME Training Centre.

## FAREWELL TO CONMEA

In the true traditions of the Army, COL Mike Caldwell, Controller MEA, was farewelled recently at a parade held in his honour.

The parade was only the third in MEA's short history, September 1979 being the first. (On that occasion, members of



BRIG John Kingston, AM, DGEME-A reviews the MEA parade accompanied by the outgoing CONMEA COL Mike Caldwell

the newly formed unit lined the road at Broadmeadows whilst the then Chief of Logistics, MAJGEN John Stevenson announced the amalgamation of Engineering Division, Headquarters Logistic Command and Technical Services Unit, RAEME to form the Maintenance Engineering Agency.)

BRIG John Kingston, AM, DGEME was invited to review the parade and BRIG Conrad Ermert, Colonel Commandant, 3rd and 6th Military Districts was also present. In his address, BRIG Kingston stressed the importance of MEA to the Corps of RAEME and the Unit's role of maintenance engineering adviser to the DGEME and the Army as a whole. COL Caldwell's efforts over his four years as Controller have helped bring significant improvements to MEA and have brought much recognition of its achievements.

The members of MEA wish COL Caldwell good luck in his future career with the Army. His next position as Colonel Materiel, Mechanical Group, Headquarters Logistic Command will be a challenging one and his experience in MEA will stand him in good stead for that.

COL Caldwell's replacement is COL Ray Reynolds who has been the Director of the Industrial Mobilisation Course for the last three years. COL Reynolds served as Senior Electrical Engineer in MEA in its early years and will bring with him a wealth of experience in equipment and project management.

## EXERCISE SAPPER III

Members of General Engineering, Weapons and Workshop Equipment (GEWWE) Section at MEA took a break from writing EMEIs recently for Exercise Sapper III at Cape Conran, Victoria.

Six artificers, one mechanical engineer and one sapper donned their blue singlets to assist the Orbost branch of the Department of Conservation, Forest and Lands (CF & L) in the construction of a new walking track at the Cape Conran Foreshore Reserve.



THE CONSTRUCTION PARTY, (Left to Right: WO1 Dennis Young, WO1 Peter Hutchinson, WO1 Les Doggett, CAPT Marcus Fielding, WO1 John McMaha, WO1 Ian Dorling. Photographer: WO2 Peter Wilmette)

## UNIT JOTTINGS — CONTINUED

Works included the construction of a seventy metre elevated timber walkway, a viewing arena and several bench seats. Some assistance was also provided in grubbing the 3km long track of tree stumps. In true sapper fashion a liberal dose of rain ensured the participants got sufficiently filthy.

The assistance enabled the walk to be opened to the public prior to the Christmas season. It should prove to become a popular attraction within the Reserve.

The high-point of the exercise was probably forcing the Yerung River to breach the beach and flow into Bass Strait. A small channel was dug by hand which overnight eroded several tonnes of sand. By the next morning a 50 metre wide gap had been formed and the river level had dropped several feet.

The exercise was the second Sapper exercise conducted in the Reserve. In 1990, a five metre long timber footbridge was constructed also by GEWWE Section.

### PUCKAPUNYAL LOGISTICS BATTALION

**Any visiting personnel, who passes by our unit, will notice the absence of our RAEME sign, from the northern side of the workshop.**

To enhance the feeling of Corps co-operation, throughout the battalion, our individual Corps identity, had to be taken down. But alas, it was donated to a greater cause.

The greater cause, that I speak about is the labelling of our Corps Quarter-master's Store. That's right, PLB has graciously donated our RAEME sign to the Q-store of RAEME Training Centre (TTC), Bandiana. It now sits proudly upon the wall of RTC's Q-store, for all of our new in-coming RAEME personnel to admire.

#### PUCKAPUNYAL LOGISTICS BATTALION'S De FAME FILE

It is with great sorrow that PLB, must bid good-bye to a number of their more illustrious RAEME leaders, as they all move onto greater challenges.

*The first of PLB's great heroes to leave us is Captain "DEADLY" Ernst, whose military career is as follows:*

- 1965 Joined the Army
- 66 Corps training at SME and qualified as a Field Engineer
- 67 Posted to Malaya as Plant Fitter.
- 69 Posted to 21 Const Sqn, where he was promoted to L/CPL, and saw the light to Corps transfer to RAEME
- 70 Posted to 1 Fd Sqn Wksp South Vietnam where he was promoted, in the field, to CPL.
- 71 Posted to 21 Const Sqn.
- 72 Posted to 1 AR
- 77 Posted to HQ 3 MD and promoted to SGT.
- 78 Posted to 33 Sup Bn and promoted to S/SGT.
- 80 Posted to AAS and promoted to WO2.
- 83 Posted to HQ LOG COMD and promoted to WO1.
- 85 Posted to 1 Armd Regt as ASM and was awarded the OAM for services whilst WSM of Vehicle Wing of AAS.
- 88 Commissioned and posted to MEA
- 90 Posted to PLB
- 91 Posted to MEA on promotion to Major

Since being posted to PLB, CAPT Ernst has contributed much to the formation of this Logistic Unit. His experience and leadership will be dearly missed by all who have served with him.

One of the more mature and experienced veterans of the Corps, has recently elected discharge. WO1 D.S. Maddick has served 34 and a bit years in the Corps, and has a career path which starts as far back as 1957.

*His military career was as follows:*

- 1957 Enlisted into the AAS Balcombe

- 60 Posted to 3 Base Wksp.
- 60 Attached to UL Special S/Comd.
- 61 Posted to 1 Med Wksp.
- 62 Promoted to CPL.
- 64 Posted to RTC.
- 64 Promoted to SGT.
- 66 Promoted to S/SGT.
- 66 Promoted to WO2
- 67 Attached to Outboard Marine Aust and Cummins Diesel Aust.
- 68 Attached to Caterpillar Aust.
- 72 Posted to Tech Svcs Unit.
- 78 Posted to 21 Const Sqn.
- 83 Posted to Pucka Wksp Coy.
- 89 Posted to Pucka Log Bn.
- 91 Elected discharge in 3 MD

WO1 Maddick, was a valuable member to this unit, and the whole of PLB, wish him all the best on his retirement.

### TELS PL BLG — PURE INTEGRATION

*by LT PETER LOVE*

**Telecommunications Platoon is now bigger, better and able to provide a more efficient service than ever before.**

Brisbane Logistic Group took shape in September of 1991 and is now functioning as a single logistic unit instead of a conglomeration of units working separately to achieve the same goal — provide effective logistic customer service. Works projects are shortly to be instigated to provide more office space for the Headquarter element and Logistic Operations Branch. There is



also a proposal for the storage of the Small Arm fleet of weapons to be relocated to Bulimba. Unit members have moved from one work location to another to improve the integration process and this will continue for some time. The complete integration will not be finished until the Group moves to its new location at Wacol in FY 95/96; however in one area the integration is complete and the benefits are already obvious.

Telecommunications Platoon (TELS PL), formally Electronic Engineering, has been fully integrated and is now functioning under the principles of fleet management. TELS PL has taken on a complete new look. It has gained a shed full of electronic stores, RAAOC personnel to look after the stores and two trade repair officers. The platoon has been completely reorganised

## UNIT JOTTINGS — CONTINUED

and some work practices changed to accommodate the new members and to increase repair efficiency as well as service to customer units. This also now includes the issue and receipt of loan and pool stores from Bulimba.

The changes to the platoon are quite extensive although it does not appear that way on the surface. TELS PL now holds the fleet of communication equipment for Queensland based units and NORCOM as well as maintaining its repair responsibility.

The stores element of the platoon originated from storehouse 12 at Meeandah and is now located in the rear of C6 at Bulimba. It includes 110 pallets of communications equipment ranging from 25 & 77 sets to night vision equipment. These stores can either be loaned on permanent or temporary issue depending on entitlements or repair pool action. To look after these stores we currently have a WO2, CPL, PTE and two civilian storemen with another three positions vacant. These vacancies will be absorbed with further rationalisation of establishment due later this year.

The majority of the maintenance element of the platoon remains unchanged with the exception of the loss of the electricians. The Calibration section still exists; however it is due to be transferred to the RAAF shortly under the Single Service Logistic Management of Calibrations.

Accommodating both storage and repair functions under one roof has many advantages, especially in times of manpower reduction and cost effectiveness. For example holding everything under one roof allows concentration of effort in specific areas as the priority of work changes. Closer liaison with the stores to meet customer demands. Another saving is in the time it previously took a sentenced piece of equipment to travel from Meeandah to Bulimba and back, not to mention the cost of fuel and manhours to do the cartage. Therefore by holding both functions under one roof turn around time has been reduced and stock is back on the shelf quickly.

The next stage of development, with respect to integration, in the BLG is the movement of weapons to Bulimba. The rate this goes ahead depends on the development of a storage facility adjoining the existing weapons section. This move is foreseen within the next 6 months and will be a very exciting time for Armaments/Telecommunications Company. This Coy will then be the first to be fully integrated under the principles of fleet management.

Brisbane Logistic Group is now well under way with its amalgamation and all areas of the group have undergone some change. Complete integration will not be able to be achieved until the Group eventually moves to Wacol. However we will keep evolving and slowly transform as money and direction from LOG COMD become available. All this whilst still providing an ever improving cost effective and better SERVICE to our customer units.

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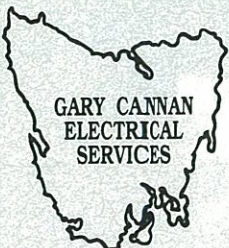


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# WO2 BREEZE RETIRES

3166577 Warrant Officer Class 2, James Harold Breeze, OAM, RFM, EM enlisted with 14 National Service Training Battalion on 6th January 1954 having spent previous years in the senior school cadets. After 90 days initial training he was posted to 40 Heavy Anti Aircraft Regiment (40HAA) RAA at Coburg Melbourne, Victoria.

Initially GNR Breeze served as a Technical Assistant Royal Artillery (TARA) (CP operator for anti aircraft) where he learned to mirror write on aircraft plotting boards.

He was promoted to temporary Bombadier on 20/10/57 and three months later to temporary Sergeant.

With the disbanding of 40HAA in 1957, SGT Breeze transferred to 132 Div Loc Bty located at Batman Avenue, Melbourne. SGT Breeze was made substantive Sergeant on 7th June, 1959 and on 24th January 1963 he was promoted to Warrant Officer Class 2.

During a camp in 1967 CAPT Snowball from 15Fd Regt helped start a unit workshop for 132 Div Loc Bty. WO2 Breeze a qualified radar mechanic and electronics technician made constant use of the workshop facilities for equipment repair. In that same year WO2 Breeze was awarded an efficiency medal.

In 1971 WO2 Breeze completed a corp transfer to RAEME to become ASM of 132 Div Loc Bty. In 1986 WO2 Breeze was awarded 2 clasps of the RFM. He held the posting of ASM until 132 Div Loc Bty was disbanded in 1987, a period of 16 years. He is the longest serving member of 132 Div Loc Bty, and holds the twenty sixth army number ever issued by the Bty.

WO2 Breeze then transferred to 2/15 Fd Regt in September 1987.

Now after 37 years service to the Reserve Army, 17 served with RAA and 20 with RAEME, WO2 Breeze has retired.

Of great significance during this lifetime of service to the Defence Force of Australia was the awarding of an Order of Australia Medal on 26th January, 1979. This medal was awarded in recognition of his application of exceptional civilian skills to enable 132 Div Loc Bty to train and exercise over many years at a level that would not have otherwise been achieved.

*The award goes on to state that:*

"In the early days of locating, no mortar locating radar was available in the Australian Army and WO2 Breeze was instrumental in conversion of a number of aircraft tracking radar (3MK7) to this task from designs developed by Unit Officers. This design was accepted by the Regular Army and incorporated in all subsequent modifications."

Jim's reserve army career has been supported by his wife Barbara and their their children. Amongst Jim's personal interests is his membership of the Templestowe RSL.

From his many friends in both RAA and RAEME Corps we wish Jim well in his retirement.

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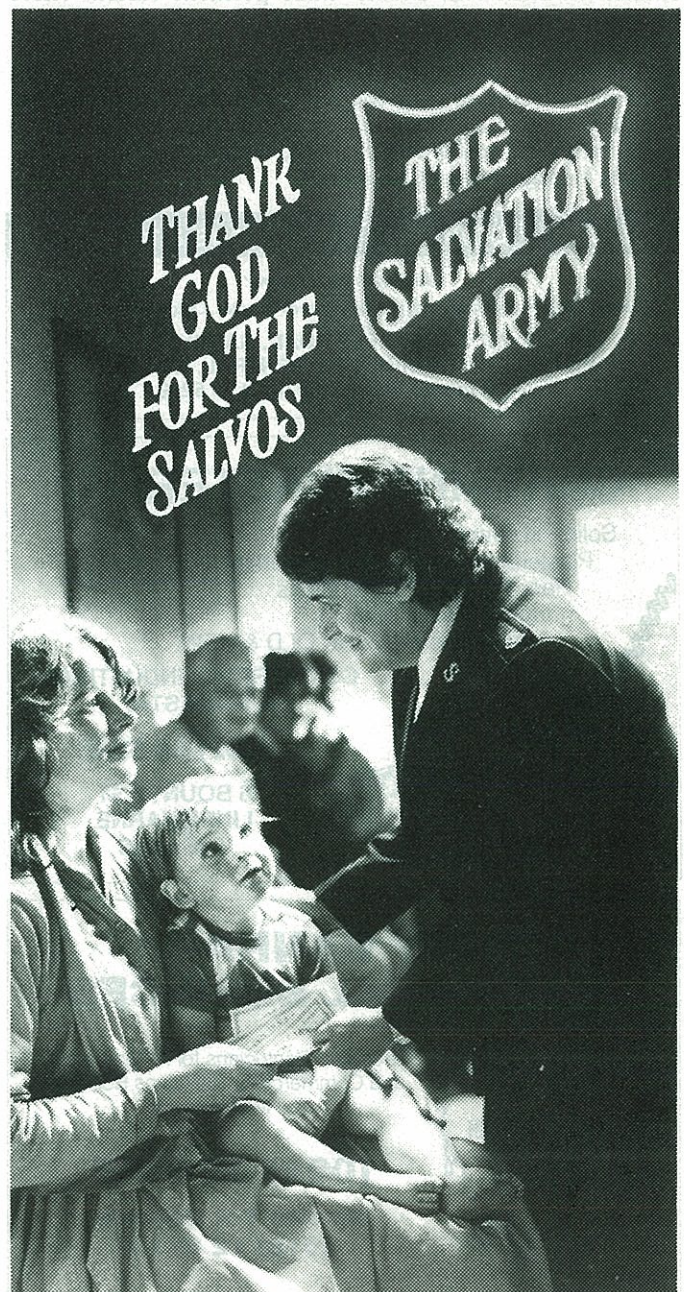
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# NOW IT CAN BE TOLD

by WO1 Bob Thompson (R)

**O**n exercise 'Firepower' about 34 years ago, we in the Army were poorly paid, so goodies on the range at Puckapunyal were a most attractive prospect albeit hard to come by. Those days I was a corporal in charge of a small 1 Armd Regt LAD detachment consisting of five personnel.

One afternoon in the lull of the 'battle', a troop of Centurion tanks were stopped near the dividing fence between the range and where Tom Tehan, the Pucka Range lease holder, and his sheep penned so they didn't get mixed up in the exercise. We knew that at 1700 the exercise was to close down for the night.

I don't remember whose idea it was, but we all agreed to grab a couple of sheep, butcher them and have a BBQ. Next thing, two lovely looking sheep were grabbed and tethered to one of the tanks. Unbeknown to us, Tehan, watching us with binoculars, saw us make off with two of his prize breeding stock.

One of the 'tankies' had already cut one of the sheep's throat and was getting ready to skin it when I noticed Captain Morry Bennets, the Range Warden, and his jeep heading our way. I quickly told the 'tankies' to get rid of the sheep that had had its throat cut and trotted off to meet Morry's vehicle. When I met Morry's vehicle I noticed that Tehan was with him as well. Tehan did not hesitate in ranting and raving about the missing sheep and wanted them returned immediately. I tried to assure Mr Tehan that we hadn't taken his sheep, but he took no notice and started off on a rather agitated recce of the tanks and, lo and behold, there tethered to one of the tanks was one of his bleating sheep!

Having known Captain Morry Bennets for some time, I managed to get to speak to him on the side where he informed

me that Tehan had been watching us and that he was sure that we knocked off not one but two of his sheep. Morry asked me where the other sheep was and I assured him that we had only taken one and that Tehan had it back.

Tehan however was not happy and eventually conducted a search of the entire area, including the surrounding bush, to no avail. I was certain that at any time we would be sprung, bearing in mind that at this stage I had no idea of the other sheep's whereabouts.

Eventually Morry and Tehan departed with Morry muttering from the corner of his mouth that he did not believe my story about the 'other' sheep and my not knowing of its whereabouts. As soon as they had gone I fronted the 'boys' and asked them where the hell had they put the other sheep - a question I soon found the answer to. The sheep was sitting in the driver's seat of a tank cleverly disguised with a beret on its head, held in place by a radio headset, and sporting a red vest!

Later that night whilst enjoying a fine meal of chops and a yarn, Captain Morry turned up (on his own) and joined us. The conversation ultimately turned to the 'other sheep' and when we told him where it was hidden you could have heard him laugh for miles.

**ED:** 41961 WO1 R.C. 'Bob' Thompson (R) enlisted in 1956 and was discharged in 1976 as an ART ARMT. His postings included AWC, 4 B.O.D., 1 Task Force HQ LAD, Southern Command Workshops, 3 EME GP, HQ 1 EME and of course 1 ARMD REGT LAD. Bob also saw active service in Vietnam (1968)

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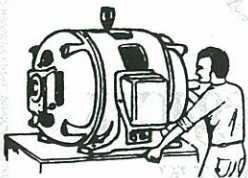
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# NEGLECT? NEGLIGENCE?

by Captain A.J. McWATTERS

In early February 1991, during the build up to operation 'DESERT SABRE', 1(UK) Armoured Division conducted unit and formation training and rehearsals from Concentration Area 'Keyes'. Keyes was situated in the Saudi Arabian desert about 60km south of the Saudi/Iraq/Kuwait tri-border.

On 07 February FRG6 (11 Armoured Workshop REME), under command 4(UK) Armoured Brigade, returned to ECP 4/2 in the BAA after three days of Exercise. Repair and recovery of the 'A' vehicle casualties of the training continued from the static location on a 24 hour/day basis.

That night LCPL Martinez and CFN Robertson, two young VMs, were moving power packs around the site. This involved loading an unloading trucks, using the crane of a Foden Wrecker, so that 'dead' packs could be backloaded to an MRG (30 km away) and serviceable packs placed onto ARRVs, trailers or trucks for FRT tasks. At one point both soldiers were sitting in the cabin of an 8 ton Bedford pack carrier driving it across the site. Their weapons (Stirling 9mm SMGs – much like our F1) and personal webbing were sitting on the floor between them. The ground had been severely churned by 'A' and 'B' vehicle movement so the truck was bouncing severely when in the pitch black both 'thought they heard an explosion'. Neither felt any pain and with their red filtered torches they found only one spent 9mm cartridge case. Feeling relieved that no damage had been done, but confused about how it had happened, they reported the 'Negligent Discharge' (ND) to the FRG CP.

ND is the British Army term for what we call 'unauthorised Discharge' (UD) of a weapon – and is probably more appropriate! As theatre policy dictated the ND was reported within the hour to

Brigade HQ. NDs were becoming a daily occurrence in the Division and some severe injuries had resulted. Only six days prior to this incident the Brigadier's driver (4 Brigade) had accidentally shot himself in the hand with an SLR and during the initial deployments in late 1990 a REME Lieutenant accidentally shot a soldier with his pistol.

In the light of day investigation revealed that CFN Robertson's SMG had

The sequel to this story came some three days after the incident. LCPL Martinez reported that his SMG 'would not cock'. It was inspected that day by the armourer – no wonder it would not cock, it had a 9mm bullet embedded into its bolt. The round had entered through the cocking handle slide slot, damaging the weapon body and bolt and so jamming the mechanism. His weapon had been shot by his mate's weapon



*WORSE THINGS DID HAPPEN!  
(Remains of an Iraqi Ammunition Resupply Truck – Iraq 26 Feb 91)*

discharged, probably due to the severe bouncing of the truck cab. For some mysterious reason though, no exit damage to the truck cabin could be found. The only explanation was that the round had exited through a partially open window. CFN Robertson's weapon was inspected by an armourer and declared serviceable. Both soldiers considered themselves very lucky though CFN Robertson knew that we would be charged. At a field Orderly Room, just days prior to commencement of the ground war, he was found guilty of the offence and awarded a fine. After numerous unofficial 'talking to's' and the charge, it would be highly unlikely that Robbo would ever allow his weapon to discharge negligently again during the remainder of his Army career!

three days earlier! Considering that at the time of the ND the weapon was probably no more than 10 inches from LCPL Martinez leg he felt even luckier that day.

So all was well and the mystery of the lost bullet was solved. But who was negligent? CFN Robertson for allowing his SMG to discharge in the cab of a bouncing truck! – OR LCPL Martinez for obviously not cleaning his SMG for at least three days while on active service (he was not charged)? – OR the NCOs, SNCOs, WOs and Offrs of the unit for not ensuring regular weapon inspections were carried out and driving their men so hard that 'there was no time to clean weapons' and men had to rush around in the pitch dark turning power packs around?

Worse things can happen!

## After the war comes the Battle.



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# THE MAINTENANCE ADVISORY SERVICE INDEPENDENT ADVICE FOR THE COMMANDER

by Major J.A. HERON, RAEME

## INTRODUCTION

With the impending demise of the Military District (MD) Headquarters in all states as a result of the Defence Regional Support Review (DRSR), the Maintenance Advisory Service (MAS) has been under the microscope. Its existence has often been the subject of discussion, particularly in the reduced capability introduced after the Equipment Inspection Service (EIS) was disbanded. The "dreaded EIS" has been gone for over five years now, yet its "tag" lingers on. More importantly however, the need for an advisory service still exists.

In this, the 50th year of our Corps, it is significant that the requirement for independent EME advice to unit commanders has been seen to continue to be essential. The MAS has been placed under command of the Maintenance Engineering Agency (MEA) with teams remaining in four of the major military areas: Townsville, Brisbane, Sydney and Melbourne.

## ROLES AND TASKS

The roles of MEA and MAS are complementary:

- MEA** "provides maintenance engineering staff support and formulates plans for the maintenance of equipment", and
- MAS:** "advises unit commanders and staff on the efficiency and effectiveness of unit equipment maintenance and administration, and advises on maintenance matters affecting materiel management".

In fulfilling its role, MAS:

- conducts periodic reviews of unit maintenance procedures and administration;
- reviews samples of unit maintenance administration procedures and systems;
- conducts technical inspections of samples of unit equipment;
- advises units' superior headquarters and materiel managers of problems requiring their further action; and

- where appropriate, carries out repairs to unit equipment, especially for those units isolated from EME support.

## ORGANISATION

MAS has been included in MEA's reorganisation for 1992. The section has been placed in the Reliability, Availability and Maintainability/Support Group (RAM/SPT). This Group provides the technical support functions to the three technical equipment groups of MEA (Aircraft/Marine/Test Equipment, Mechanical and Electrical/Communications).

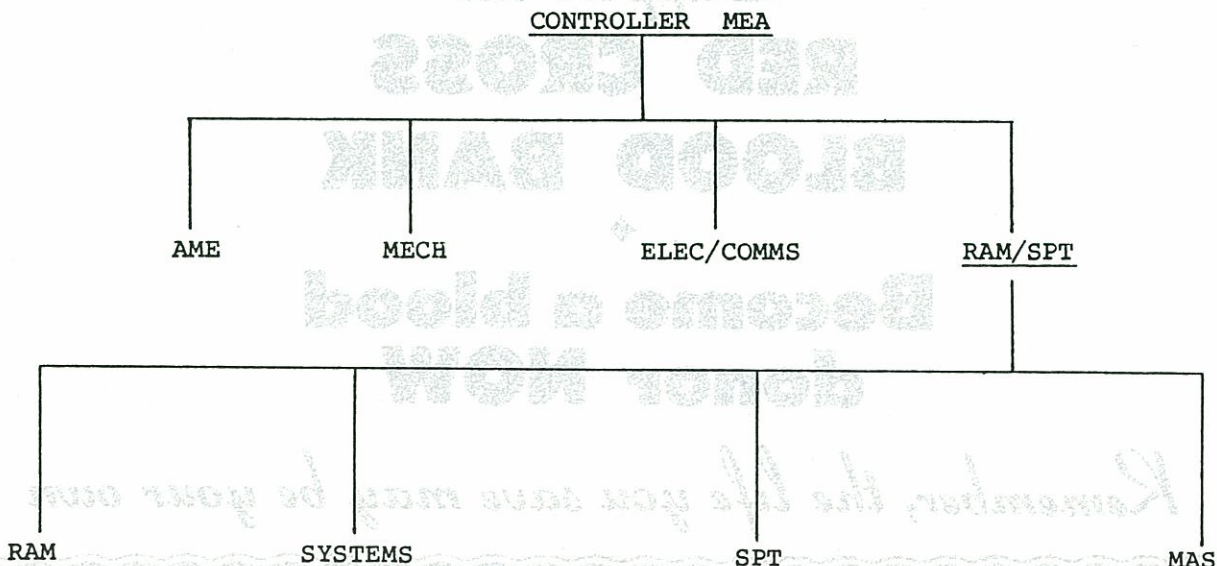
There are four MAS teams, each remaining in its previous location as was the case under the MD headquarters. They are placed under command for local administration of a regional base logistic unit (except in Melbourne where the team is located with and administered by MEA).

## RESPONSIBILITIES

Each of the four teams has an expanded area of responsibility, based on its location. The NQLD and SQLD teams support their respective areas and also combine to support the Northern Area (Darwin); the Eastern Region team supports WA in addition to its NSW duties; and the Southern Region team supports VIC, TAS and SA. Units in Broken Hill, Albury/Wodonga and Kapooka areas will find that the team from Melbourne also supports them.

The onus of responsibility for the care and maintenance of all unit equipment, in spite of all of the support provided by MAS, still lies with the unit commander. In today's complex world of program management and budgeting, reduced manpower, more sophisticated equipment, and the need for increased efficiency with reduced expenditure, the unit commander needs all the help he can get. With independent technical review and advice, the MAS can aid the unit commander to achieve uniform standards of equipment maintenance and the maximum benefit for his limited repair resources. MAS:

- looks at unit equipment maintenance and management instructions;



## INDEPENDENT ADVICE FOR THE COMMANDER — CONTINUED

- reviews unit non-technical and technical inspection programmes;
- highlights equipment problems;
- identifies operator and maintainer training shortfalls;
- examines equipment condition, preservation and storage; and
- conducts technical inspections and some repairs of unit equipment.

### REPORTING SYSTEM

Having conducted these reviews, MAS provides detailed reports to unit commanders, superior headquarters and materiel managers.

These reports enable commanders to assess and (where necessary) correct their own units' maintenance standards, whilst providing feedback to headquarters organisations responsible for higher level materiel management.

### MAS UNDER MEA

The combination of the Army's two maintenance advisory organisations into one opens the way for significant improvements in both areas. MEA's role of maintenance planning can benefit tremendously from the direct feedback resulting from MAS reviews; the reporting of defects and unsatisfactory materiel will be improved; and the effectiveness of

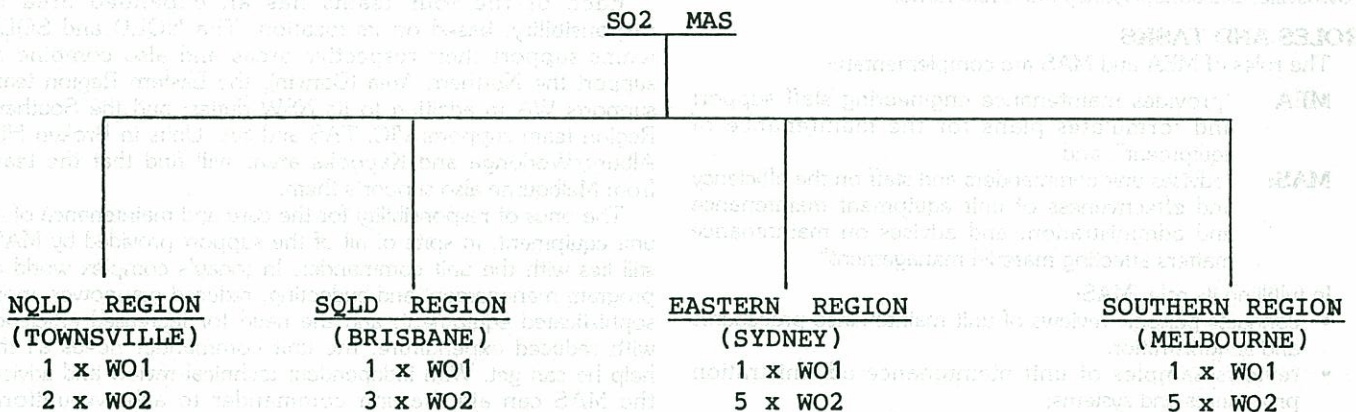
MEA's technical information systems can be assessed with greater consistency.

The tasks of MAS can be made more efficient, and more accurate passage of information can occur as MEA technical sections realize the potential of having MAS closer at hand.

### THE PERSONALITIES

Finally, the 21 current members of MAS are:

- |          |  |
|----------|--|
| SO2      | - MAJ Jeff Heron                             |
| NQLD     | - WO1 Kev Dwyer                              |
|          | - WO2 Ian McKay                              |
|          | - WO2 Denis Park                             |
| SQLD     | - WO1 Col Harmer                             |
|          | - WO2 George Giles                           |
|          | - WO2 Steve Avasalu                          |
|          | - WO2 Terry Kunde (replaced by Glen Redford) |
| Eastern  | - WO1 Terry O'Neill (replaced Bungy Waters)  |
|          | - WO2 Matt Lyons                             |
|          | - WO2 Daryl Wilkson                          |
|          | - WO2 John Krause                            |
|          | - WO2 Vacant                                 |
|          | - SGT Mark Williams                          |
| Southern | - WO2 Ian Dorling                            |
|          | - WO1 Bill Donohue (Supernumerary)           |
|          | - WO2 John Hearnden                          |
|          | - WO2 Alex Windt                             |
|          | - WO2 Warren McIlroy                         |
|          | - WO2 Tony Colpus                            |
|          | - WO2 Ollie Springate                        |



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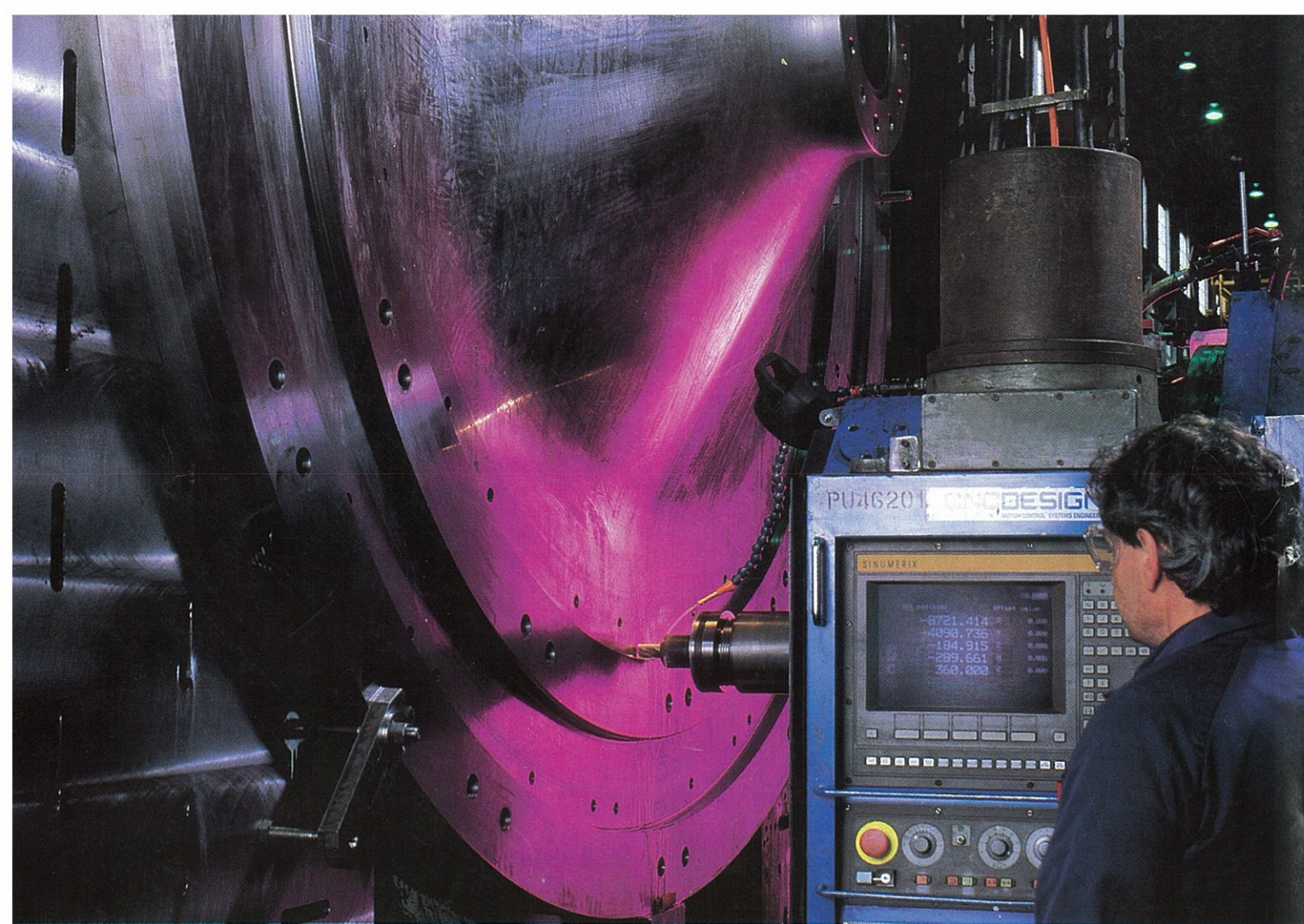
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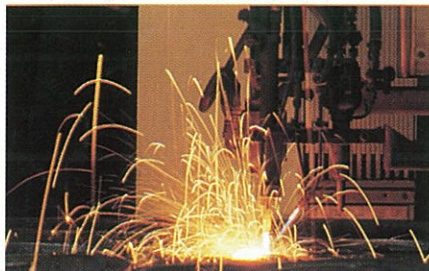


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