

*The*  
**RAEME  
CRAFTSMAN**

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



**NOVEMBER, 1993 NUMBER 29**

# The RAEME CRAFTSMAN

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

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## EDITORIAL

This issue of The RAEME Craftsman sees a new larger format on better quality paper following renegotiation of our publishing agreement for the next year. These changes will allow more of our readers contributions to be published with improved presentation of photographs.

Our theme for this issue is the Corps contribution to recent peace-keeping operations in Cambodia and

Somalia. The board has continued our policy of selecting articles for publication that we believe will be most interesting to our readers.

Please note the change of address for contributions to the next issue. This is due to the relocation of the Corps Directorate to Bandiana over the Christmas period.

**BRIAN JONES**

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**FOR NEXT ISSUE**

Articles should be sent to:

**The Editor**  
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**DEME**  
**MILPO Bandiana**  
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**DEADLINE**

**8th April, 1994**

Please Note: Photos should be coloured if possible, with caption included.

### FRONT COVER PHOTO

The cover shows WO2 Phil Jarratt, ASM of 1RAR, on patrol during Operation Solace.

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# WELL DONES

## Award of the Conspicuous Service Medal Corporal Roger Smith

Corporal Roger Smith enlisted into the Australian Regular Army as an apprentice in January 1983 and qualified as a Fitter and Turner. He was posted to 2 Base Workshop Battalion once qualified and has served in 1 Signals Regiment where he was promoted to Lance Corporal in December 1989. He was posted as a Corporal Armourer to 2 Training Group in May 1991.

Since assuming the role of Unit Armourer, Corporal Roger Smith has single-handedly brought the weapons of 2 Training Group to a state of constant training readiness. This was achieved at a time when the weapons of the Formation were all being maintained incorrectly and as a consequence were being damaged. Corporal Smith had the technical knowledge, and the strength of character, to insist that the maintenance procedures and old cleaning habits be changed in the face of many more senior personnel who insisted they knew better. They didn't.

His diligence in assuming a lone highly technical role in a training formation, developing and maintaining excellent standards of technical efficiency and commonsense logic is deserving of recognition. The standards to which he performs, his integrity and insistence on doing the job properly is well above those normally required of a Junior Non Commissioned Officer.

As a Junior Non Commissioned Officer, Corporal Roger Smith epitomises the best of the Army Apprentice Scheme, evidenced by his diligent application to both Regimental and extra-Regimental responsibilities. The professionalism that he displays is in the best traditions of the Corps and the Australian Army.

☆ ☆ ☆

## Queensland Craftsman of the Year 1992 Craftsman B.D. Southey

Craftsman Brenden Southey was born in Dalby in 1969, educated at Gladstone Catholic High School and joined the Army in January 1986 as an Army Apprentice Fitter and Turner in the 41st intake of apprentices. On completion of his two years at Army Apprentice School he was posted to 1 Base Workshop Battalion to complete his apprenticeship. On completion of his apprenticeship he was posted to the 2nd/4th Battalion, Royal Australian Regiment.

Craftsman Southey has worked diligently within the General Engineering Section as an armourer, displaying a high standard



Commanding Officer 2nd/4th Battalion Royal Australian Regiment LTCOL PF McIntosh presenting CFN Southey with his Queensland Craftsman of the Year 1992 Certificate.

of initiative and proficiency in performing tasks he is allocated. He has been instrumental in suggesting several modifications to the F88 Steyr fleet of weapons and the F89 Minimi to overcome problems being experienced with the Battalions weapons. He is an active member of the unit who represents the Battalion in rugby and touch football.

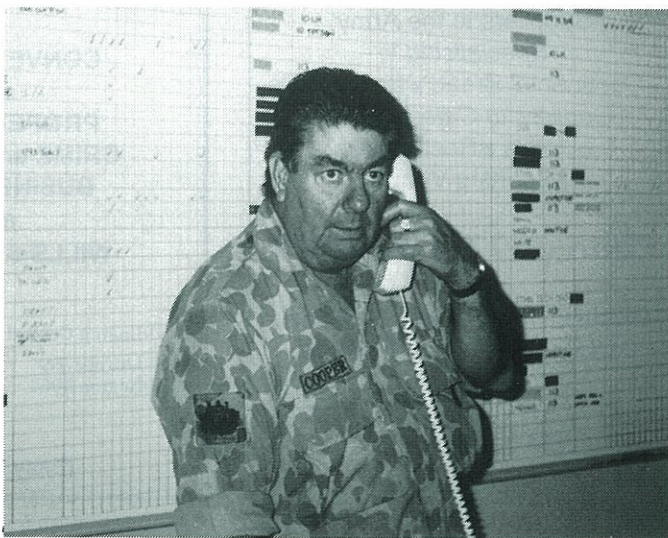
Craftsman Southey is a professional soldier whose actions have enhanced the reputation of his unit and the corps.

☆ ☆ ☆

## 40 Years of Service — A Salute

After 40 years of service in both the ARA and the GRes WO1 Brian Cooper is retiring. WO1 Cooper, who is also known as "Roughie" enlisted in the ARA as a 9th intake apprentice vehicle mechanic on the 2 January 1954 at the tender age of 15. After completing his apprenticeship "Roughie" was posted to Western Command Workshops (now part of Perth Logistic Battalion) where he stayed until January 1958. From there he was off to Puckapunyal Area Workshop to enjoy the sunshine.

In August 1960 another move saw him walk across the compound from Puckapunyal Workshop to join 28 Coy RAASC Workshop to work on tank transporters. After a long stay with 28 Coy he was destined to be one of the nine foundation members of 21 Construction Squadron LAD. One of the Sqn's more eminent OC's during "Roughie's" posting was MAJ Peter Gration later to become GEN Gration. They became acquainted once or twice over minor indiscretions. During his stay at 21 LAD, quite some time was spent road building in Wewak PNG, the first of several visits.



WO1 Brian Cooper

Western Australia beckoned again in August 1965 when he was posted to 1 Terminal Group Workshop based in Perth. As the rest of the Unit was based in Sydney the Wksp would pack up and travel via HMAS Sydney or other ships to the East coast, then at the end of the exercise come back again. May 1966 saw CFN Cooper promoted to LCPL, and in October become CPL Cooper. 23 Const Sqn Wksp was next, in March 1967, but only until October when he was off to 1 Signal Regiment LAD into a SGTS position. In January 1968 "Roughie" was promoted to SGT.

On the 18 November, 1968, SGT Cooper was posted to 1 Task Force Headquarters LAD and he flew into Nui Dat on the 19th. After 18 months in Vietnam 4 Base Workshop was quite a change. As a trade repair officer he was involved with the Ferret and Landrover 2A GE programmes. April 1971 found

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## WELL DONES CONTINUED

"Roughie" in New Guinea again, posted to Lae Wksp Det as Trade repair officer for New Guinea and Rabaul. January '72 saw a major lifestyle change as he married Sylvia and moved her to Lae.

Back in Australia in October '72, it was Western Comd Workshops, where the OC was to later become DGEME (Brig Ermett). Almost three years later it was off to Melbourne to HQ Logistic Command and promotion to WO2 in February '76. WO2 Cooper discharged from the ARA in September '76 and joined the ARes, going to 5 EME Services in Perth. There he took over the production control section. In 1988 113 Field Workshop was reaised and in 1991 "Roughie" was promoted to WO1 and took over as the ASM of the workshop.

WO1 Cooper will retire on January 4, 1994 after completing 40 years of service to the army and RAEME. He will be dined out of the Corps in December and the OC and members of 113 Fd Wksp wish both he and his wife Sylvia all the best for the future.



### Mr Sam Gibbs Retires After 48 Years Service

On 16 July this year Mr Sam Gibbs retired from the Department of Defence after some 48 years service. His long service included 29 years as a serving soldier and 19 years as a civilian instructor.

Sam enlisted on 16th July, 1945 as a workshop apprentice with the Victorian Line of Communication Workshop, Broadmeadows. As a junior Craftsman, Sam saw service in Korea and is a veteran of the Battle of Kapyong, where he was involved in the maintenance of the 17 pounder anti-tank guns.

Sam progressed through the ranks to WO1 and served in a wide variety of Units from LADs to Base Workshops. As the ASM of Bandiana Area Workshops, Sam's innovative ideas were responsible for doubling the workshop output to meet the Vietnam War requirements.

While ASM of Armament Wing, RAEME Training Centre, Sam introduced Exercise "Good Oil" to the WO's course which many current Armament Artificers will remember well. Sam retired from the Army in 1974 after guiding Armament Wing through a very busy period during the Vietnam War.

Upon military retirement Sam began his second career as a technical instructor in Armament Wing. This role he fulfilled with skill and dedication until his retirement in 1993. During this period of time he taught on most courses run in the wing and remains a highly regarded and respected technician.

RAEME Training Centre wishes Sam and his wife, Joyce, a very happy retirement.



CO/CI RTC LTCOL Bruce Amor presents Mr Sam Gibbs with a Certificate of Recognition after 48 years service — 16 July, 1993



### A Very Successful Mission

By now most personnel serving with the Workshop Troop, Force Communications Unit in Cambodia will have returned home. As the most recent OC of the Troop I wish to extend my thanks to all who participated in a very successful mission. You should all be proud of your efforts as you have enhanced the Corps' reputation.

It is also appropriate to thank the families and friends of those who deployed. Yours was the greatest burden and your support eased the load for us. Often your efforts are overlooked but have no doubt, we certainly appreciated the support you provided.

**CAPT DR STEVENS**

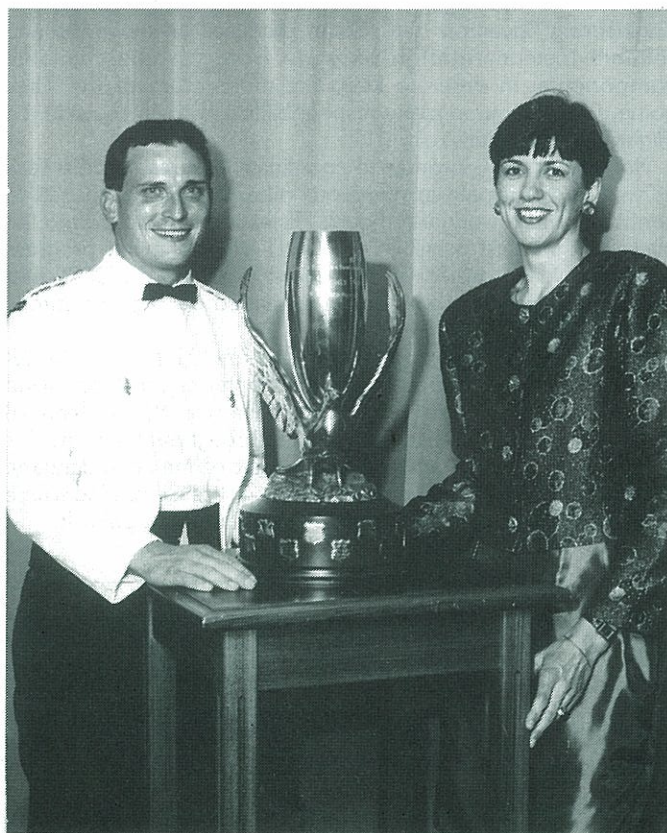
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**5 September 1993**



### Flight Test Award

The D. J. Knights Memorial Trophy, an award presented annually to a member of ARDU's Flight Test fraternity for "Excellence in Flight Test" was won in 1992 by Flight Test Engineer CAPT Glenn Keys.



CAPT (now MAJ) Glenn Keys, accompanied by his wife, Mel, with the D. J. Knights Memorial Trophy awarded for "Excellence in Flight Test".

The trophy is awarded in memory of SQNLDR Derek Knights, a highly respected test pilot who was tragically killed while flight testing an Iroquois at RAAF Williamtown in 1981. He had previously served in Vietnam where he was shot down once and also survived a Cat 5 accident. The trophy was first presented in 1982.

In announcing the winner of the trophy at a special dinner at the Officers' Mess in December, O/TC ARDU, WGCDR Keith Jurd, acknowledged the exceptional dedication and enthusiasm displayed by Glenn not only in conducting those Tasks formally allocated to him, but also for the assistance provided to other Task Officers to allow completion of their Tasks. His own Tasks included:

## WELL DONES CONTINUED

- Flight Test direction of the P3C Electronic Support Measures (ESM) Task
- Planning for improvement of the P3C Operational Flight Trainer (OFT)
- Evaluation of a cargo hook weighing system for the BlackHawk
- Nomad performance evaluations
- Type acceptance tests for the Nomad modification programme.

He also provided inputs to numerous Airworthiness Boards and Planning Conferences on Nomad, BlackHawk and P3C aircraft.

More than all this, however, it was Glenn's pivotal role in the successful completion of flight tests to identify deficiencies in the BlackHawk Dash 102 Automatic Flight Control System Software that led to his selection as 1992's winner.

At the time, ARDU did not have a suitable data acquisition system available, so Glenn, the first Army FTE at ARDU, took it upon himself to arrange equipment from the US Navy, RAN and Australian Research Laboratories so the Task could proceed. Naturally, the arrival of equipment of sometimes unknown quality and capability from different sources created a difficult Task management scenario. Together with ARDU Engineering Squadron staff, Glenn produced an airworthy and reliable instrumentation package from various available components. In order to keep the momentum of the Task going, Glenn took on many responsibilities normally outside the Flight Test Engineer's role.

Not surprisingly, in order to coordinate progress of this Task as well as participate in numerous other Tasks, Glenn had to contribute much work after hours. His extreme dedication to the overall Flight Test activities of ARDU allowed much progress which would not otherwise have been possible. WGCCDR Jurd also acknowledged the support provided during this hectic period by Glenn's wife, Mel.

The trophy was awarded to Glenn and Mel by SQNLDR Knights' widow, Jo. In accepting the trophy, a delighted Glenn explained he was most honoured to have won it, and thanked the many people who had assisted him throughout the year.

Fittingly, he was promoted to the rank of Major in January, however this earned him a posting to Logistics Command where he will be responsible for the airworthiness of Army aircraft.

☆ ☆ ☆

## Corps Training Note 1-2 Recovery Mechanics Handbook or Recovery Strikes Back

Eons ago, it was conceived, according to the jurassic pundits of the Corps that a text book/reference document be fostered to assist ECN 226's (Mechanic Recovery) in the expedition of their skills, the education of their profession and the performance of their duties.

This epistle has been some 18 years in the making, through the able assistance of persons too numerous to mention individually. During this time span they used many sojourns overseas to glean all the appropriate intelligence necessary for the formulation of this recovery bible.

According to the GURU's in Training Command this chronicle should be available to all and sundry before, YES that's right, December 1993.

Now not to be out done, a spark of brilliance has flickered from the bowels of the Corps Doctrine Section. Aply assisted by the Recovery Section of RTC and MEA, they have produced the Recovery Mechanics Pocket Book (CTN 1-4). This manuscript is a ready reference (weights and measures) of all equipment maintained by the Corps and should be released at the same time as the Recovery handbook. To all those persons (v mechs, fitters and boffins), who think that they are budding recy mechs, and wish to get their sticky fingers on a copy of this document, "STIFF"; it is only available to ECN 226 Mechanic Recovery!

☆ ☆ ☆

## Farewell and Many Thanks MAJ R (Bob) King

Major Robert King first saw military service at the age of 18 years as a "National Service" recruit in January 1956, when he was enlisted in 19 National Service Training Battalion at Holsworthy. After completing his initial training commitment he enlisted into the Citizen Military Forces (9th Heavy Anti-Aircraft Wksp) as part of the requirement of the then National Service scheme. Enjoying the "service life" Bob soldiered on gaining promotion to CPL in 1958, SGT later that same year, WO2 in 1964, and WO1 in 1966. In January 1981 he was commissioned as a CAPT (PSO) and promoted to MAJ in 1987. Bob saw service in 9th HAA Wksp, 9th LAA Wksp, 7 Fd Regt LAD, 23 Fd Regt LAD, 103 Fd Wksp, HQ 2 EME Sv, 2 Comm Z Rec Pl, HQ 2 Div (Arty), and HQ 2 Div EME (Engr).

Bob has witnessed many changes during his thirty seven (37) years of service prior to official retirement on 22 May 1993, some of which he shared with fellow officers at the recent 2nd Division Commemorative Dinner where he was Dined-Out. Most of the changes have seen the "reservist" taking on a more defined and positive role. Resourcing by way of equipment and training has facilitated the adoption of the "one army" concept. For example this has allowed GRES qualified members to carry out pre-firing checks and certify weapons safe for use, whereas in years gone by even though this was permitted, a qualified ARA artificer was required to counter sign such clearances.

During the many hectic years Robert managed to find time to get married and raise a son, who subsequently joined the Reserve as a RAEME Craftsman. Ronald King joined 23 Fd Reg where his father had served some 19 years earlier. Major King was awarded the Efficiency Medal

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## WELL DONES CONTINUED

d the Reserve Forces Medal with two Clasps in acknowledgement of his efficient service.

Other notable achievements on Major King's part was that he was the youngest Warrant Officer Class 1 in the Australian Army and held a similar record for the office of ASM. The wealth of knowledge and experience that he was able to



MAJ-GEN W. E. Glenny AO, RFD, ED presenting MAJ R King with a 2 DIV Plaque on the occasion of his retirement after 37 years service.

contribute to the CMF/Reserve would be impossible to quantify but his presence will be missed. The Commander 2nd Division, MAJ-GEN WE Glenny AO, RFD, ED presented MAJ King with a plaque at a recent function, and extended his warmest congratulations and thanks for the many years of service to the military, on behalf of all present.

☆ ☆ ☆

### Dedication To Duty

WO1 John Allt was nominated for the Order Of Australia medal in the Military Division for his dedication to duty in his current position as the Resident Engineer at RAAF Representative Office Brisbane. This position is responsible for RAAF contracts, including the servicing of Army aircraft and components in Brisbane. The Unit is established for a Captain and WO1, with only the WO1 position filled. WO1 Allt worked tirelessly over long hours to carry out the duties required of the position.



Her Excellency Mrs Leneen Forde, AC, Governor of Queensland, presents WO1 Allt with the OAM.

☆ ☆ ☆

### GRES

#### National Craftsman of the Year Award 1992

Belatedly, the corps wishes to extend congratulations to CFN R.J. Mawson of 2/10 Mdm Regt. Craftsman Mawson was selected for the award because of his outstanding trade and regimented abilities, as well as his involvement in extra-mural activities.

**Editors Note: Regional RAEME Representatives are requested to forward acknowledgements, with photos, of 1993 Award Winners.**

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# Improvisation – An Essential Skill

**CAPT D.R. Stevens**  
**OC WKSP TP, Force Communications Unit**

***Most would concede that today's is a "throw-away" society. We have fast foods, a full range of disposable products and we are content to "trade-up" wherever possible. Recycling is gaining popular support but many still prefer the easy option.***

The Army, including RAEME, is caught up with this mentality as we too adopt the "throw-away" attitude. The need to recycle is a new concept in military terms with procedures and attitudes changing slowly. An example is the disposal of used repair parts. The tendency is to replace rather than repair. Obviously there is the cost factor to consider and often it is cheaper to replace, but this "throw-away" mentality can stifle the inventiveness of our tradesmen.

Throughout history, the need for artisans to improvise solutions has been evident. On the Island of Malta during WWII, the stocks of solder were exhausted making radar and radio repairs almost impossible. Experience, combined with the fortunate find of an ingot of pure tin, enabled solder to be manufactured. This was achieved by melting the tin with the lead from the counterweight of a coast gun. Whilst a relatively simple process, this provided a commodity which was essential to Malta workshops.

Experience in Cambodia has also proven that the need to improvise can not be over-emphasised. Often necessary equipment and/or repair parts were unavailable. This left Force Communications Unit (FCU) tradesmen with little option but to improvise. Use was made of local resources but these were often scarce and of particularly poor quality. Again, improvisation was the only option.

Specific examples include the manufacture of a brakes fluid pressure bleeder, the use of perspex for windscreens/windows, the rebuild of repair parts and welding of an airframe for the French contingent.

The pressure bleeder was required as the Workshop did not deploy with one initially. It was manufactured by adapting an accumulator for an ONGA water pump. The task was completed by SGT Peter Scott and CPL Andrew Skipper employing trial and error techniques and a significant amount of perseverance.

Windows, particularly windscreens, were in short supply and rarely available in-country. Perspex was used and proved to be a useful substitute. CFN Jason Curedale was amongst the many tradesmen who successfully improvised with plastics.

Confused UN logistic procedures made the resupply of repair parts extremely slow. The Workshop was often left without critical spares, particularly, LR 110 suspension parts. This meant a number of the essential parts had to be rebuilt. An example was the LR 110 steering tie rod end. CPL Glenn Mailey was given the task of stripping an unserviceable tie rod end and designing a repair technique. He provided a workable solution which was then used extensively.

Another example is the rebuild of the leg of a shock absorber. This involved building up the leg up with a weld and then filing it down by hand.

A number of tradesmen carried out the procedure including CFN Chad Duncan and CFN Damian Sullivan. The task required extreme patience but was very successful.

When significant cracks appeared in the airframe of a crucial French C160 and a trained airframe fitter could not be found, FCU Workshops was asked to provide a solution. CPL Max Walker, a fitter armament, was able to adapt his welding techniques to provide the required support.



*CFN Chad Duncan grinding down a shock absorber leg.*

These are but a few examples of the way FCU tradesmen used their initiative to solve maintenance problems. This was possible because of the calibre of tradesmen sent to Cambodia combined with the training they had been provided. From the evidence on display during the UNTAC mission, I am convinced the training provided by the Army College of TAFE and the RAEME Training Centre is valuable. All tradesmen, including one completing his OJT, proved capable of producing high quality results without supervision and in a timely manner.

They were also able to draw on their knowledge and experience to invent solutions. Occasionally it was necessary for the ASM and the floor supervisor to provide direction but, in the main, the soldiers were able to deduce their own solutions. This is obviously a credit to the individuals but is also evidence that the training they are given is relevant. No tradesmen deployed to Cambodia was lacking the basic trade skills necessary to be an effective workshop member.

If we are to maintain this capacity to improvise and overcome, tradesmen throughout the Army must be given the opportunity to use their trade knowledge and their wits to find solutions. Be it in a base facility or land element, they must be encouraged to repair rather than discard. Improvisation is essential on operations and must be fostered at home. Obviously this incurs a cost; there is no doubt that replacing most repair parts is a far cheaper option than rebuilding. Manpower costs are particularly high with the rebuild option, but ignoring improvisational training could incur a much greater cost on future operations. Without tradesmen willing to attempt the unusual, or even the un-heard-of, support to the FCU on Operation Gemini would have been extremely restricted.

It is also extremely important that we milk the experience gained by tradesmen who have been deployed on operations such as Gemini and Solace. These people have gained a valuable insight into the maintenance support required of a unit deployed on UN operations and this experience must not be lost. A wealth of knowledge now exists and it must be tapped to ensure future operations are given the best possible support the Corps can provide.

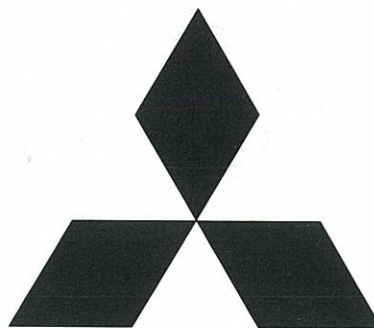
## IMPROVISATION — AN ESSENTIAL SKILL CONTINUED



CPL Max Walker welding the Airframe.

Our role is to provide maximum availability of equipment. Conventional solutions will not always guarantee this. Allow our tradesmen to experiment and tap the knowledge base we have established, and the Corps' reputation for providing timely and effective service will continue long into the future.

There are many factors that separate *Craftsmen* from any other tradesmen. Perhaps the ability to improvise under pressure is one of the most important. Our training must continue to push our people beyond the requirements of their trade and up to the demands of their profession.



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# The Force Communication Unit Wksp: Withdrawal From Cambodia

By CPL Jamie Newman and CFN Karen Finney

**W**ith a little more than one month before the main body leaves the Force Communications Unit (FCU) is definitely on the downhill run towards completing its mission in Cambodia. With time running so short everybody has their minds focused on the packup and withdrawal of the FCU and the hard work that lies ahead.

The three Signal Squadrons are in the process of packing for their move back to Phnom Penh from all around the country. This means the Workshop can add all its equipment to the Phnom Penh-based equipment which needs to be inspected before our return to Australia. The workshop at time of pack-up is detailed below.

## HQ/EME OPS

CAPT David Stevens, WO2 Dennis Parkin and CPL Jamie Newman man the HQ/EME OPS Cell of the Workshop and have the task of making sure that nothing gets missed on the inspections and that damages are costed for claiming against the United Nations. Getting through the UN red tape has been a

challenge especially communicating with the Armies from other countries and the UN civvies, but we have managed to keep the FCU running.



PTE Peter Gough (RAAOC) packing RPS.

## VEHICLE SECTION

Vehicle section under the watchful eye of SGT Peter Scott is now in the process of getting all the vehicles, trailers and motor cycles in the unit rotated through the workshop to be inspected and repaired before return. With the harsh conditions and extremely rough roads in most parts of the country the vehicles have had a hard time over the past 18 months and all the guys from both rotations have done an excellent job to keep them going.

## GE SECTION

CPL Max Walker and CPL Glen Mailey run our GE section and have the job of checking all of the Units weapons and working on all sorts of different equipment from Australia and the UN including aircraft.

## ELECTRICAL SECTION

Electrical section continues to be kept busy. With the high temperatures and humidity in Cambodia CPL Dave Bolton, CPL Mark Legg and CPL Scott Brooks have had their hands full repairing air conditioners to keep everybody cool as well as the constant battle to keep the washing machines and refrigerators going.

## TELS SECTION

Our Tels section has also been in the thick of the action, inspecting huge amounts of communications equipment in the FCU. SSGT "Radar" Robins, SGT "Harvus" Harvey, CFN Carl Anderson and CFN "Willow" Wilson in their AUSCO hut down the back are in the process of inspecting all 25 Tons of RAVEN equipment. They have also tested their skills on everything from picturegramme machines to high-tech television cameras.

## REPAIR PARTS STORE

Our B2 store manned by SGT Nick Bradford, CPL Bill Callanan, CPL Bill Goldsmith, and PTE Peter Gough has the unenviable task of cleaning and packing the repair parts store with assistance from the rest of the workshop. These must be packed for a road trip to the port then a sea voyage to Australia. All the stores that leave Cambodia are going straight back to Melbourne to be placed back into the supply system so the final completion of paperwork is also high on their agenda.



In the middle is WO2 "Duck" Parkin ASM of the WKSP.



Aerial view of part of the WKSP.



Recovery Cambodian style.

### B1 STORE

The Workshop Q-Store which includes SGT Dale Tompkins and CFN Karen Finney are also in the process of packing all of their stores for the return.

### ENGINEERS

The Engineers, with their fearless leaders SGT Terry McKeown and SGT Glen Bridges, are attached to the Workshop and at present are working non-stop setting up a new warehouse. The warehouse must house all equipment coming in as well as accommodating most of the personnel coming in from the detachments. Not a small task considering there has to be toilets, showers, kitchen facilities and sleeping areas.

Two new members of the Workshop arrived on 15 August 1993. CPL Dave Gregory and CFN Shane Durdin are here as part of the extraction team to assist in the Vehicle inspection and repair process.

As this Unit will be disbanded on its return to Australia, all the paperwork for removal and full return of equipment to the supply system must also be completed. A small group will be posted to Melbourne where the ship gets in, to ensure that this

goes smoothly.

Over the time we have been here the challenges have been many and varied, especially the constant battle with United Nations red tape and the language barrier. On the whole we have enjoyed our time here but we are all looking forward to getting home.

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# 1 RAR Technical Support Platoon On Operation 'Solace'

By WO2 Phil Jarratt

**The operation complete, the stories told, now is the time to reflect and share the experience and lessons learnt.**

The first lesson was to find out that all the practice, the repetition, the "Like this do that", actually works when you need it. To a man, all personnel were amazed at how basic skills came flooding back as the adrenalin level rose. No member of 1 RAR TSP now doubts that we are soldiers first.

Statistically only 28% of tasks performed by RAEME soldiers outside the defensive area were EMEFIXs. A breakup of tasks is shown below:

Type of Task	Qty Performed
Night Patrols	34
Day Patrols	12
Standing Patrols	23
Grain Escorts	9
Counter Intelligence Escorts	12
Protection Party	142
Inoculation Party Escort	22
"Mobile One" Ready Reaction Force	79
Food Distribution Escort	17
APC Patrol Escort	21
Transport Driver Task	6
Orphanage Escort	14
FRT	120
<b>TOTAL</b>	<b>511</b>

## Operational FRT'S

It was interesting to listen to the younger members of the platoon talk of how that "stuff" they learnt on Subject 1 or 2 actually worked. Sure you have to modify doctrine to suit the immediate needs, but not by much.

All operational FRTs consisted of 2 vehicles with protection party. In a strange country where people fire live rounds at you, it is a comforting thought to know you are not alone — as CPL "Huck" Berry found out. "Huck" and 3 others, CFN Andrew Goss, CFN Scott Burden and PTE "Kirko" Kirkpatrick were proceeding to an EMEFIX, when they came upon a Somali vehicle. As they passed it they were ambushed. Several bursts of auto fire were heard from behind the Somali vehicle — luckily they were bad shots. The FRT drove through whilst returning fire to reorg down the road, just like in the PAM "AND IT WORKED". Isn't it nice to know our training is correct!

After the FRT completed their reorg, they tried to gain their position using the GPS, but it didn't work. When you are in a very strange, dead flat land and your GPS does not work, you are very glad you paid attention to all those navigation lessons you did on Subject 2.

## The GMV

The GMV proved to be a very capable asset. In this country where equipment was in short supply and downtime crucial, a vehicle that could carry everything you might need, was essential. Four hours down the road without comms is a bad time to realise you don't have the right tool or part. All other armies that observed the GMV were suitably impressed, with one American General saying "We've got to get us some of these!".

## Leaving our mark on Somalia

Shortly after I arrived in Somalia CFN Shane Scott asked if some artwork on the walls of our building would be appropriate. To my surprise he proceeded to paint an eight foot Corps badge. From then on, all visitors commented on the badge. It was a focal point in the workshop. The French eventually moved into our building but last time I saw it, the Corps badge was still proudly displayed for all who came after.

## The Party Night

I became aware that spirits needed lifting so I assigned CFN Darren Hall to the job of entertainments officer. Some nights later, he and CFN Andrew Bennett put together a night of merriment and mirth to remember. They sang songs they had written about comical events and members of the platoon. We had some goffa's, thanks to the cooks and a birthday cake for CFN Paul Salter. Followed by the French rat pack biscuit and warm UHT milk boat race. This hilarious event saw everything from dry-reaching to laughs that brought tears to your eyes. The mandatory game of charades, all decked out with Somali hats, completed the evening. To "Hally" and his cohorts "Well done" it certainly lifted the spirits of all.

## The Night with the French

Some weeks prior to our leaving Baidoa, elements of the French Army began arriving to take over our tasks. One such element was a section of maintenance personnel from the 4th Regt de Material commanded by ADJT Gabriel Victor. He spoke English, Creole, German and of course French. I initially approached



An operational FRT near Goof Gaduud North.

him about taking over the servicing and maintenance of the area gen sets. This blossomed into liaison visits between TSP and his soldiers. We compared equipment and procedures, and swapped stories and technical advice. They were very impressed with our GMV's. Some of the guys got into swapping a bit more than stories and brought home some good souvenirs. The French have one major difference to us, they are supplied alcohol with their rations, and this became hard to resist when ADJT Victor would offer it over and over again as a show of friendship and hospitality. When we told him we were not permitted to drink he just asked "Why?". I explained that when

## 1RAR TECHNICAL SUPPORT PLATOON CONTINUED

Australian soldiers drink they usually tend to over indulge, he again asked "Why?". Just one of the gaps in our cultures.

The night before the last of TSP left Baidoa, we paid a visit to our French comrades to give them some things we had left over or could not take home. In return our friends insisted we stay to eat with them. To our surprise one of them was a former cook on a submarine and cooked up the most delicious fresh ham and pork. This was cooked on a BBQ made from old soviet vehicles and was topped off with fresh bread, French cheeses and salads. This was our third fresh meal since arriving in Baidoa. Some American tanker drivers joined the group and as I sat at the end of the long table, eating, talking and laughing, I could not help but imagine wars past where allies would have sat together in much the same way. Even though the languages were different, it became obvious that through this barrier we understood each other. It would appear soldiers are soldiers no matter what the uniform. This will be a lasting memory for CPL "Huck" Berry, CFN Darren Hall and myself.



Members of TSP enjoy the "Party Night". CFN Salters birthday cake in the foreground.

### To those we left behind

Unfortunately, some members of TSP were left behind for one reason or another. These soldiers gave invaluable support to the Battalion. They carried out rear detail duties (day on, day off), repaired equipment still in barracks (lots of lawn mowers) and assisted 3 BASB workshop by supplementing their labour force. They also served as a point of contact for TSP wives and friends.

To CFN Jamie Walters, Paul Klieve, Mark Payne and Glen McFarlane, "Well done" and "Thanks!".

### In summary

This was an experience we will never forget. The Battalion Group proved that the Australian soldier is still one of the best. The results achieved were outstanding and the letters of praise received by the Battalion, bear testament to this. We proved our methods and techniques both trade and military worked. Current news reports indicate that Mogadishu is still in turmoil. Reports from Baidoa, known previously as the "City of Death", indicate that conditions are still improving due largely to the efforts and undations laid by the Battalion Group.

So if you run into a member of 1 RAR TSP, ask him about Somalia, and once he stops spinning warries, he will tell you about the work, the experience and the value of an operational deployment of this type.



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# 5th Aviation Regiment Workshop Exercise Bush Tucker

5-16 April 1993

**During "Exercise K92" a BlackHawk helicopter from 5th Aviation Regiment was forced to land 12km east of Ngukurr which is located in the south eastern region of the Northern Territory. After extensive testing by tradesmen from 5th Aviation Regiment Workshop the fault was isolated to the aircraft transmission.**

This caused some disquiet as there had never been a BlackHawk transmission change conducted in Australia before this. Combined with the fact that the repair would be completed insitu rather than the logistical nightmare of recovering the aircraft and repairing it in a well-equipped workshop; there was every need for concern. Needless to say tradesmen from the Workshop were dispatched and after 11 eventful days successfully completed the task.

As aircraft from the Regiment regularly operate in isolated areas of Australia one can only assume that this type of situation will arise again and quite possibly in an even more remote area than Ngukurr. With this in mind it was decided to make the thrust for Adventure Training in 1993 a properly conducted survival exercise. The workshop was in a fortunate position as one of our members, WO2 Chris Clapperton, had previously been posted to the Survival Training Centre in Darwin. Chris has also worked extensively with "Major Les Hiddens" on the Bush Tucker Man TV series and thus is well qualified to instruct in this type of training. One of our RAAF members, Sgt Dan Dennison had completed the RAAF Combat Survival Course and was therefore a ready made assistant to

Chris.

It was decided to conduct the training in the Muttaborra Area in Central Western Queensland. Muttaborra is approximately 600km south-west of Townsville or more precisely 120km due North of Longreach. The average rainfall for the region is between 12 and 14 inches and it was considered that this semi-arid environment would further emphasise the need for this type of training. Local graziers in the area were extremely helpful and more than happy to allow the Unit access to their land. The exercise was planned for April and after no deliberation was given the original title of Bush Tucker.

The exercise objectives were:

- a. teach survival skills,
- b. teach water procurement,
- c. teach food gathering skills,
- d. teach food preservation methods,
- e. teach celestial navigation,
- f. promote teamwork workshop members,
- g. harden soldiers to the rigours of operating in outback Australia, and
- h. promote confidence.



WO2 Chris Clapperton shows the art of fire-lighting with sticks

The first, or teaching phase was held on Roseberry Down 8km south of Muttaborra on the banks of the Landsborough River. During this seven day period the two instructors worked overtime to ensure the necessary skills were taught to totally prepare soldiers for the second or survival phase. The instructor/student ration was less than ideal, however the dedication shown by WO2 Clapperton and Sgt Dennison ensured that all soldiers were as well prepared as humanly possible. Food during this period was a combination of 10 man CRP, pasta, flour and a self-slaughtered sheep. Each group (five or six soldiers per group) were shown the correct method to slaughter and dress a sheep which could be adapted to any animal caught for food. It was also a requirement to dry a portion of this meat to make jerky. Soldiers were allowed to retain a portion of this to take into the survival phase. Skills gained during the phase included:

- a. traps and snares,
- b. signal fires,
- c. camp markers,
- d. bush shelters,
- e. navigation by the sun and the stars,
- f. knife sharpening,
- g. lighting fires (without artificial aids),
- h. water collection and filtering, and
- i. meat smokers.

The joining of the teaching and testing phase was accomplished by a daylight navex (using the sun only) on Angora



CFN Ted Thomas check his 'Jerky'

## EXERCISE BUSH TUCKER CONTINUED

accomplished by a daylight navex (using the sun only) on Angora Park to the north of Muttaborra. Not only did this test a skill but it also separated soldiers from their big packs. The navex proved that if care was taken with calculations this method could be quite accurate. Soldiers being soldiers, most were aware that they would be separated from their gear during this activity and consequently made provisions to guard against starvation. However when threatened with a body search, the trickle of gear being thrown into the centre of the formed circle turned into an avalanche. The only equipment they were allowed was that which is normally carried in Patrol Order plus their survival kit. Many dummies went AWOL at this stage never to be seen again, especially when tooth paste was not allowed.

For the survival phase soldiers were separated into different groups (again of five or six members) and placed on waterholes on both Angora Park and Mt Cornish Stations. The total spread between the six groups totalled approximately 6km. Each group was given a boundary and were forbidden from mixing with other groups unless ordered to do so over the safety radio net. The fear of starvation turned out to be unfounded as all groups were able to catch a mixture of fish, turtle or shrimp, supplemented by a delicious green, pig weed. In addition several members from each group were rotated through a paddock further to the north to hunt with a service weapon. Each group was successful at procuring either a kangaroo or a feral pig.

The most novel piece of food gathering would have to go to CFN Mick Clayden. An unfortunate pigeon just happened to land on the top wire of a cattle fence near where Mick was working. Like a true hunter he picked up a stick, aimed, threw, and bingo, burnt pigeon for tea. Another skill that proved extremely successful was the bush water filters which all had to manufacture. The muddy creek water was filtered through a mil bank filter and bags containing grass, ash and charcoal to produce crystal clear drinking water. It was then ruined with sterilisation tablets.

To ensure that all skills were tested WO2 Clapperton set certain tasks that had to be completed prior to the exercise finishing. This phase lasted only five days, however the set tasks would demonstrate that each group was adequately prepared to survive for a prolonged period should the need arise. This was turned into a group competition which was judged on the second last day of the exercise. The winning group consisting of CPL Hinds, CFN Mau, CFN Rogers, CFN Maiden and CFN Dunn who had been placed on what was known as the "penal pole" due to the fact that it contained the worst water and no fish. As is quite often the case when placed in this situation, they combined as a team and produced a bush camp that would have met their needs for a considerable period.

In conclusion the objectives of the exercise were well and truly met as the skills gained far exceeded expectations. All those who participated unanimously agreed that although it would be difficult, they had the confidence in their own ability to survive in outback Australia. The enjoyment rating amongst the soldiers



CFN Jim Bradley adds green leaves to a signal fire to increase the smoke output

was barely average but this was far outweighed by the skills rating which was extremely high. As is typical of the attitude amongst soldiers "we've done it so therefore everyone else should", it is hoped that the Workshop can conduct survival training on a bi- or at least triennial basis. It is also hoped that the next exercise can be conducted in a coastal area in the tropics so that skills to survive anywhere in Australia are retained in the unit. The other by-product of survival training is that soldiers get to see how difficult it is to survive in the bush thus prior preparation will prevent the Three P's.

Finally in closing, the Workshop as a whole would publicly like to thank Doug Langdon, Richard Bentley and Glen Cameron (we will send them a copy) for the use of their land and their assistance during the exercise. Without cooperation from the public, many activities conducted by the Army would not be possible.



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# Spanners in the Works

by CFN P. KNIGHT

**Saturday 8 May 1943, 6.25pm. In darkness an A2 Victorian steam locomotive began its journey from Wodonga to Bandiana. It's three blackout lights hardly pierced the darkness. Coming from Bonegilla was a crowded 19 seater Reo bus. On board thirty three soldiers waited in anticipation of a well earned nights leave in town.**

**A**bove the din and rattle of the bus the soldiers joked and made plans for the evening in town with their mates or girlfriends. On the locomotive the fireman saw the bus and shouted "Red light". The driver immediately applied the emergency brakes. On the bus in a futile attempt someone yelled out "Train". It was too late.

With the bus impaled on the locomotive's tender the joined vehicles bulldozed the two side posts. The locomotive ploughed the bus another 38 metres as dead and injured were thrown from the wreckage. In all, twenty three servicemen, one service woman and the civilian bus driver were killed in what is Australia's worst railway crossing accident. Being war time the incident did not receive much publicity, after all enemy torpedos sank the hospital ship *Centaur* with the loss of 268 lives, no-one wants to read about more bad news at home. Eventually the gravel Tallangatta road was sealed and renamed Thomas Mitchell Drive. The cows in the paddocks moved on to make way for houses and the terrible train accident became a distant memory.

In May 1992 Mr Rob Madgwick, a retired WO2, was browsing through some old newspapers in the local library when he came across some articles describing the horrific accident.

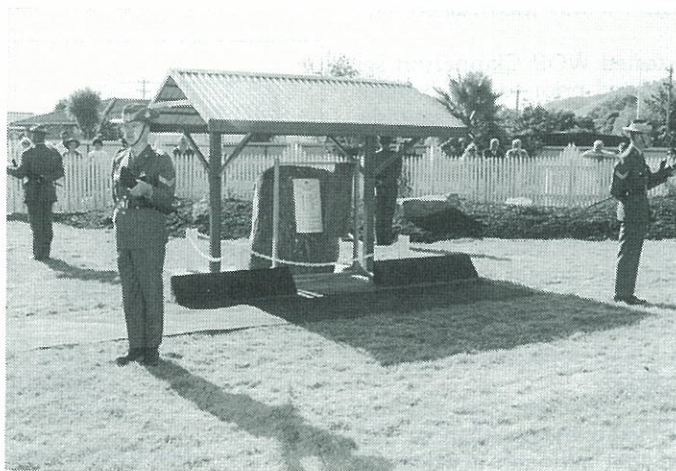
In October 1992, Mr Madgwick brought details of the terrible accident to the attention of the Army Area Representative Albury/Wodonga, COL Jim Campbell AM, and emphasised that in May 1993 it would be the 50th Anniversary of the rail crossing disaster. COL Campbell tasked the RSM of the Albury/Wodonga Military area, WO1 Matt Burke OAM (RACT), to organise a Memorial Cairn and Commemorative Service. To help with this mammoth task WO2 Paddy Keenan (RACT), Bandiana Logistic Group, appointed himself foreman and set about organising the event.



LTGEN John Grey AO inspects the Guard accompanied by COL Jim Campbell AM and the Guard Commander LT Julian Moro.

There was some difficulty in finding the next of kin of the victims, so newspaper adds were run interstate. The adds were successful and some relatives were found. When the site of the accident was inspected the area was found to be in very poor condition. A Memorial Cairn placed in this drab area would not emphasise it's true significance. Mack loads of top soil were used to form the base of the landscaping that would take place at the site. At the same time SGT Tony Monagle (RAEME), was fabricating a shelter to protect the monument from the harsh weather at Albury/Wodonga.

After much consideration an appropriate area was chosen to place the Cairn. The Cairn and shelter were then placed in the correct position with the help of a



The Memorial Cairn with Cenotaph party.

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## SPANNERS IN THE WORKS CONTINUED

adano crane. Army Apprentices, from Army TAFE Building Trades Wing, laid concrete to secure the Cairn in place, also building a picket fence to further enhance the landscaping. Rolls of turf were laid out amongst the numerous trees and shrubs that had been planted and the local council laid kerb, guttering and constructed a driveway into the car park.

With the commemorative service planned to coincide with the 50th anniversary of the tragic event, time was running out. Late on the evening of 7 May, 1993 the final touches were completed. Due to problems with vandalism a security piquet was placed at the site. Come Saturday morning, 8 May 1993, the overcast sky boded ill for the service. Come 10.30am the skies cleared and the 33 members of the band, (consisting of the many Corps represented in the Albury/Wodonga Military



*The Memorial Cairn and wreaths.*

Area), marched out under the direction of the guard commander, LT Julian Moro (RAEME) and supported by The Australian Army Band Kapooka (commanded by CAPT P. A. Pickett). The Commemorative Service was very well attended, highlighting the cooperation between the military personnel and the civilian community, further fostering the spirit of unity within the region.

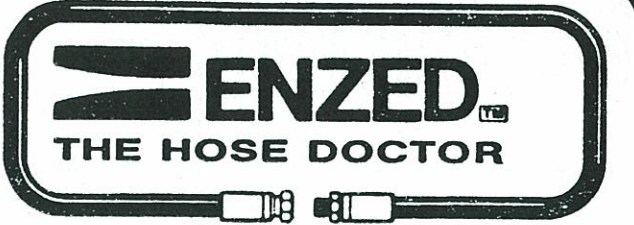
Three chaplains, representing the Anglican, Roman Catholic and Protestant denominations, dedicated the memorial Cairn. The Chief of the General Staff (CGS), LTGEN John Grey AO, addressed the large crowd before unveiling the plaque on the Cairn. LTGEN Grey joined the relatives of the victims who had laid wreaths at the memorial. The last post was then played and two minutes silence observed. The Army Band then played the National Anthem. This marked the end of the Commemorative Service which emotionally moved all those who attended. The playing of the National Anthem also signalled the end of seven months of hard work that was volunteered readily by all those involved which

was reflected in the excellent result of the Memorial Cairn.

The Memorial Cairn dedicated to the victims of Australia's worst rail-crossing accident will stand for many generations reminding all of the great contribution that these young men and women were making during a time of great threat to our nation.



*The Memorial Cairn site at the start of construction.*



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# Oakey Workshop Battalion Twenty-First Birthday

*In a corner of Oakey's Army Airfield lies a conglomeration of sombre grey hangars and out-buildings that form Oakey Workshop Battalion. The drab and somewhat impersonal exterior disguises a Unit that is the heart of Army aircraft maintenance operations, both by nature and by spirit.*

**I**t is here that aircraft technicians are applying the latest maintenance techniques to provide a very personal service to Army aviation, a role that they have consistently fulfilled for the last twenty-one years.

The Corps of RAEME became involved with Army aircraft maintenance in February 1965 with the formation of the Light Aircraft Squadron at RAAF Base Amberley. This Unit included a technical flight which was manned by Navy, Army and Air Force personnel with control vested in the Air Force. In June of 1967 the First Aviation Regiment Workshop was raised and command passed to RAEME. In a further reorganisation on the 1st of August 1972, the Fifth Base Workshop Battalion was formed from elements of the First Aviation Regiment Workshop. Hence the birth of the Army's premier aircraft repair and servicing facility.

The immediate support of First Aviation Regiment remained the task of First Aviation Regiment Workshop, while the Fifth Base Workshop carried out the day to day support of the Light Observation Helicopters (LOH) of the Squadrons of the Regiment located at Sydney, Oakey and Townsville.

The Fifth Base Workshop Battalion moved from Amberley into new permanent accommodation at Oakey on 5th November 1973. Many of the Officers and Senior Non-commissioned Officers who formed the Fifth Base Workshop Battalion were the same personnel who had pioneered the Army's involvement in the Aircraft Maintenance field in the mid sixties. The Unit was retitled Oakey Workshop Battalion on the 14th November 1989.

Facilities at Amberley had been very basic. For example the flight line was initially a tent, then a mess marquee (occasionally blown over by C130s) and then a converted field butchers hut. By comparison the Unit now has two purpose built, air conditioned flight line offices.

The original establishment consisted of 166 military and 6 Australian Public Service positions (including Training Company, now RAEME Aircraft Maintenance School, a Training Command Unit under command for administration). Today there are almost 300 personnel employed: 195 military, 77 civilian contractors and 10 public servants. They represent over 20 different trades performing technical and non-technical functions. The Unit originally supported the Sioux, Cessna, Porter and Kiowa aircraft but the need for technological upgrades has seen all but the Kiowa replaced by the Iroquois, Nomad and BlackHawk.

The Unit's arteries of influence have also extended into South East Asia as part of the Defence Cooperative Programme. Training and maintenance support has been conducted in and for Indonesia, Thailand, Papua New Guinea and the Philippines.

Today the Unit is a well-

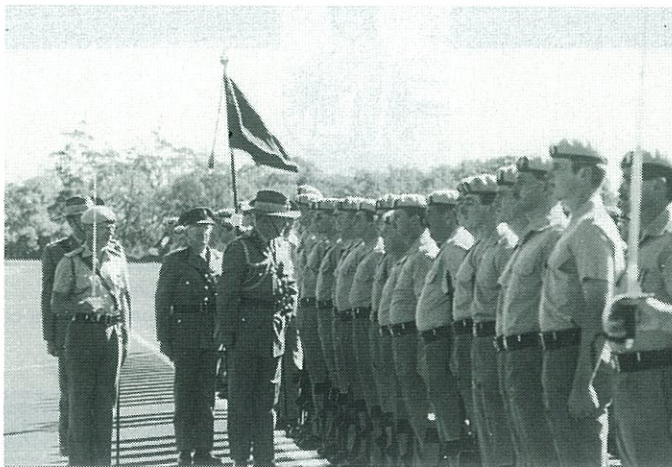


*LTCOL Pascoe and CFN Sleight cutting the Birthday Cake.*

oiled operation. Quality systems have been introduced to improve performance and a reorganisation along fleet management lines aims to provide an even better service to our customers. A new warehouse and extensions to the paint shop are evidence of the continued commitment to excellence and an indication of the increased responsibilities of this Unit.

On 31st July this year, the Unit had plenty of reasons to celebrate. Military personnel paraded in time-honoured fashion setting the standard for the afternoon's proceedings. All of the previous Commanding Officers, Regimental Sergeant Majors and Artificer Sergeant Majors had been invited to attend.

Sections of the Unit were opened to the public as the birthday cake was cut, allowing new and old alike to witness the inner workings of the workshop. Celebrations culminated that evening in an all-ranks dinner. It was a time for all to enjoy, to reflect upon their involvement in the Unit, to recount the good times and to acknowledge those who have lost their lives in the line of duty. For it is, after all, the people who are, and have always been, the life-blood of this Unit. It was therefore fitting for the people of Oakey Workshop Battalion to celebrate twenty-one years of successful operation.



*GOC LOC COMD inspecting parade. Host officer is MAJ GEN Powell.*

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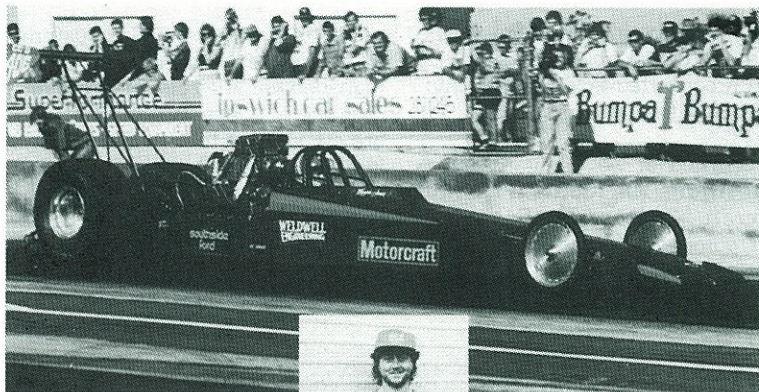
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# Mack Air Bags

**Units are now in the process of presenting their Mack 8 tonne vehicles to Mack service centres around the country for fitting of air bags. For those of you who have visions of a huge air bag bursting out from the centre of the steering wheel and pinning the driver to the back wall of the cab, forget it. This modification concerns the fitting of an air bag suspension system to the rear axles.**

Since the introduction of the Mack fleet between 1981-1986, users have complained of the ride quality of the vehicles. It soon became evident that equipment carried on the cargo tray of the vehicle was literally being shaken to pieces and, more importantly, troops travelling in the truck were suffering injuries as a result of the harsh ride and vibration. About four years ago it was decided that this situation was unacceptable and that an answer had to be found.

The end result of initial investigations was that an alternate suspension system had to be found that would significantly improve the ride quality of the vehicle while maintaining the existing load handling characteristics. Over two years ago several companies submitted proposals for the supply and fitting of air bag suspension systems for the vehicles. After the selection and evaluation process were completed the contract for the supply and fitting of the new suspension was awarded to Mack Trucks Australia.

The system being fitted is the Mack SA44W Type Air Bag Suspension System. This is a relatively simple but robust suspension which basically uses four rubber air bags (or air springs) located between the chassis and two transverse beams which are attached to four heavy duty underslung equalising beams. Each axle uses two heavy duty shock absorbers which are mounted between the transverse beam and the chassis cross members. The ride height and stability is controlled by two height and levelling control valves. The original suspension system has been completely discarded. Gone are the leaf springs, trunnion bushes and associated hardware. Gone too is the hard ride and vibrations.

The air bag suspension has been tested and evaluated over a long period by both EDE, MEA and 5 TPS SQN. The system retains its robustness and load carrying capacity but now has an excellent cushioned ride in both the unloaded and loaded condition either on or off road. The ride in the rear of the vehicle is similar to that of the Unimog. The vehicle is more stable under all load conditions due to the automatically adjusted ride height. In other words the tray will always return to the same ride height regardless of the weight placed upon it. As the load increases, the levelling valves allow more air into the system thus raising the tray height to a pre-set height. As the load on the tray decreases, the air is exhausted allowing the tray to lower.

During the trials some asked "What if we blow an air bag?", so we tried it. All the air was drained from one air bag and the rest of the system was isolated to prevent leaking. The vehicle

was driven around the EDE proving ground over varying road conditions with NO appreciable reduction in ride and handling. The next obvious question was "What if all air was lost?", so again we tried it. All air was exhausted from the system and the vehicle was again driven over the EDE proving ground carrying a 10 tonne load up to speeds of 80kph. The resulting ride and handling was not unlike that of the standard Mack with the original suspension. However, should this happen when the vehicle is in service, drivers should drive in accordance with the instructions found in the air bag section of the user handbook. It should be remembered that these tests were done under controlled conditions with all safety procedures in place; this is not available in the field. Operators will be pleased to know that should the air suspension system suffer damage the vehicle is still driveable under certain conditions. (See user handbook.)

From the maintenance point of view, the system is relatively simple and easy to maintain. A complete major service on the system should not take any longer than one hour. There is no greasing or disassembling of the system. The service consists mainly of checking the serviceability of the bolts, inspecting the air system and bags for leaks and damage, and checking the serviceability of the suspension bushes. To totally strip and reassemble the complete suspension hardware takes about 4 to 5 hours. An air bag replacement should not take any longer than 20 minutes and does not require any special tools, jacks or safety stands.

Judging by the performance and record of the trial vehicles, Units should expect very few, if any, failures to the suspension for a few years. Normal wearing components such as bushes will need to be replaced in due course, however the system will prove to be very effective and very reliable.

The first vehicles are already being modified in Brisbane and the other major centres will commence in two week intervals. Mack is undertaking the modification and training in its own truck centres in Brisbane followed by Sydney, Melbourne, Adelaide, and Darwin at two week intervals. Perth and Hobart will commence modifications about mid 1994. The contract will cost in excess of \$8m over an expected two year period.

541 Macks, out of a fleet of just over 900, have been earmarked for the modification. Unfortunately this does not include the Wrecker and the Dump, which also suffer greatly from chassis and body damage. MEA has recommended that these variants be included in the project, but alas, the depth of the "bikky barrel" is not limitless.



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# RAEME ON OPE

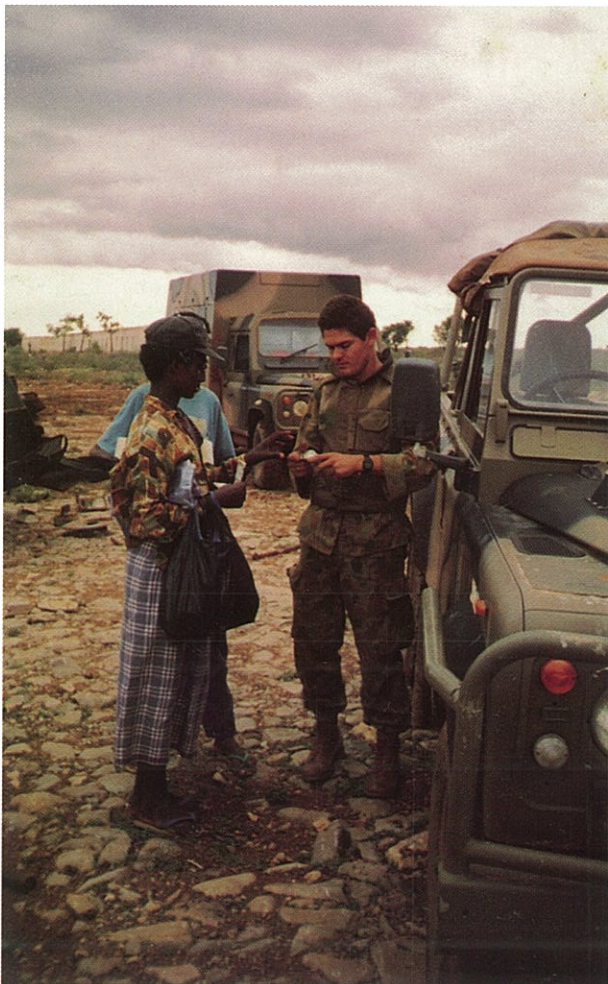
*Left: CFN Shane Scott and 'Davo' Davis ready for a night patrol.*

*Above: THE ARRIVAL! ... Qantas at Mogadishu Airport ... the only dust-free environment in three months ... and it flew away.*

*Right: The Corps Badge painted by CFN Shane Scott in the WKSP at Baidoa.*

*Below: CFN 'Salty' Salter and Adam Bruhn ... note the air conditioner ... The Boffins.*

*Left: GRAFT AND CORRUPTION!? ... CFN Andrew Bennett buying some smokes from a local hustler! ... \$10 a carton*



# Operation Solace

## 1 BSG Fd Wksp

By WO2 Phil King

***A chosen few of the Battalion Support Group (BSG) were selected to deploy with 1 RAR on Operation Solace, a UN peace making mission in Somalia.***

18 members of the Fd Wksp deployed to Somalia with 1 BSG element and an additional two members deployed as members of the 1 RAR TSP. Several members sailed to Somalia on board HMAS Tobruk which I am told was a wonderful high seas adventure calling into every exotic sea port the Indian Ocean between Darwin and Mogadishu. The remainder of the detachment deployed by courtesy of QANTAS having a two hour stopover in Singapore at 2 o'clock in the morning local time.

On arrival in Somalia the Wksp deployed to a city in central Somalia called Baidao which was once called Paradise City by the locals but had been renamed Death City because of the high rate of famine and bandit activity. Everyone expected the worst in Baidao but for the entire length of the deployment everything was reasonably quiet which I don't think too many people were upset about.

Once everyone arrived in Baidao we were open for business, at first the work rate was not that high but with a few well placed advertisements around the area other Units remembered that we had also deployed.

We have to thank the ever reliable KVA family for giving us our first real work load. With some clever parts management we were able to maintain efficient amounts of generators operating to keep most people happy. Making one generator out of two is quite a feat, but making two generators out of three was a bloody miracle, the TGI 41s that were sent back with ones that could not be salvaged read more like a short story instead of an inspection report. I have been assured by everyone that all the generators were in a serviceable condition prior to the deployment. The fitters and electricians are to be commended on their ingenuity and confidence at being able to keep so many of our tired KVA family running 24 hours a day.

The repair of radios throughout the deployment was brisk with the majority of the work coming from B Sqn shaking their 524s around in their family of M113s. We were led to believe that all of the repairs were very time consuming and that our Radio Mech was required to spend at least 15 hours day in his air conditioned ERV; he also required a lot of assistance from his fellow work mates, particularly around mid-day. I'm sure that the heat had nothing to do with the standing room only sign.

The work for the VMs did not really start until week four, but when it started it just kept coming. There was no defined pattern as to what would break next, so the work was varied and interesting with vehicles coming in for minor repairs and on inspection it was found that major repairs were required. A special mention must be made about two vehicles that were regular visitors to the Wksp. The first one being the JD450 that was deployed with 3CER and became affectionately known as Bill The Steam Shovel; and for those that don't know, they do start up when in gear. The other vehicle that became a semi-permanent fixture was a Pacific Forklift that spent 56 days waiting for a pinion seal and then promptly shattered a drive hub, I think it actually needed to go to the refuelling point once.

The Recovery Mechs anticipated a lot of work due to the

impending wet season, but surprise surprise, it did not arrive. This left them with nothing to do except have a competition to see who could drink the most cups of coffee in a day. The competition never really got started as the American Army started to move out of the area. I don't know if it was the age of their trucks or the corners were too sharp but the boys were glad for the business. As more of the local trucks and buses got on the road there were several tasks to recover these mechanical marvels, we were amazed that the only electronic component that worked on any of their vehicles was the horn.

Our metalsmith was given some strange fabrication tasks to do. The most memorable was the making of the cell bars for the local jail where we were told that most of the prisoners were in for murder. Much of the material that was used for the fabrication work was scrounged from local resources, which meant in some instances it did not look pretty but it worked fine.

The air conditioned ERV had another permanent member who also spent most of his day locked away in air conditioned comfort. This man justified being in there by fixing NVGs that had been worn on night patrols and not just left in the gun pit. He also spent a lot of time fixing compasses that did not point north anymore. There was one job that had him beat though, he was asked to repair a Sphygmomanometer, none of us knew what it did let alone how to fix it.

To list all of the events that happened in Somalia would fill this entire magazine two fold. The members of the Fd Wksp who were lucky enough to go to Somalia experienced first hand all of the conditions that we train for. There is a big difference between going out bush for two weeks and going on operations for four months, everyone learnt how to live with one another and develop a bond that will never break. The most pleasing part is that the RAEME tradesman still has the ability to fix most things that are put in front of him, be it for the first time or the tenth time. There were many requests to repair some strange equipment, but not once did someone not have a go at it. This attitude drew praise from everyone who had dealings with the Wksp and the boys on the floor can feel proud that they did a job well done.

The members who were lucky enough to go are as follows: LT Lawson, WO2 King, SGT Conn, SGT Wheelhouse, CPL Angus, CPL Nutchey, CPL Nicholls, CPL Seccull, CPL Stow, LCPL Cooke, CFN Ford, CFN Goninan, CFN Maggenti, CFN Mitchell, CFN Lawson, CFN Savidge, CFN Stewart, CFN Telford.

The following two members deployed with 1 RAR TSP: CPL Chalker, CFN Salter.

There were also some other members of 1 BSG who deployed to Somalia and also wear the RAEME hat badge. They were employed in the HQ element and they are: SGT Moingnard, LCPL Thurlow.

# RAEME at the Sharp (Shooter) End

By **LT Mick Conlan**

**The Australian Army Shooting Team was preparing for the Brunei Skill At Arms Meeting (BISAM '93) to be held in Brunei in early September.**

The venue for Team training was in Darwin where the accommodation was at Larrakeyah Barracks. The billeting arrangement was in bunk beds for the last two weeks in August which were (we were told) identical to what we would suffer in Brunei. This made for a very cosy arrangement with 25 degree nights as you can imagine!

The Corps composition of the Team was as follows:

- a. 23 x RAINF,
- b. 9 x RAEME
- c. 1 x RAAOC,
- d. 1 x RAE,
- e. 1 x RAAC, and
- f. 1 x AACC.

Looks like a stores issue doesn't it!

The RAEME guys were representative in each particular element of the Team and were scattered as:

- a. Machine Gun Team —  
CFN Peter Muller — 131 Div Loc Bty
- b. Carbine Team —  
SGT Ian Nicholson — 3 BASB  
CFN David French — ADF Helo School
- c. Rifle Team —  
LT Mick Conlan — Moorebank Log Gp  
CFN Rick Campey — 2/4 RAR  
CFN Scott Marshall — Bandiana Log Gp
- d. Pistol Team —  
WO1 Fred Read — 108 Fd Wksp  
WO2 Ian Beattie — ACT Wksp P1
- e. Team Armourer —  
WO1 Peter Schwarze — MTD Brisbane



Would you buy a used weapon from these men?

**The Loaded Weapon III Team**

Rear L-R: Scott Marshall, Peter Schwarze, Ian Nicholson, Mick Conlan, Fred Read.

Front L-R: Peter Muller, Rick Campey, Ian Beattie, David French.  
Absent: John Rambo, Martin Riggs, Jean Claude Van Damme.

As you can see, RAEME infiltrated all areas of the Team.

The two week lead-up in Darwin was spent training on various ranges so as to be practised in the areas of skill that BISAM '93 required. Darwin is an ideal location as it is similar in temperature to Brunei and some of us "Southerners" needed to acclimatise! The MTR range at Waler Barracks (near 2 CAV REGT), the Darwin Sporting Shooters complex and the Winnellie Rifle Range, were used.

Larrakeyah Barracks proved to be an ideal Team accommodation site as after-hours activities, ie the city centre, were not too far to walk to or stagger back from. The Casino also proved to be popular and several people said they took home more than they spent; however, I think several more took home less — work that one out!

The highlight of the stay proved to be the Beer Can Regatta where we noted that quality control was good on the beach and the "Bábraham Lincolns" were out in force to take advantage of the sun and, no doubt, check out the sights as well. On the spur of the moment some of the guys decided to enter the Tug-O-War competition and we managed a second place overall (not too bad for a shooting team, heh!). The only letdown is that had we "Right said Fred" Read as Anchorman and Peter Schwarze as backup we would have won it. Other notable sights on the beach was the guy who could have passed for Mr Megachest (who was probably a "roid muncher" as one of the guys suggested) and the 2 CAV Fitter's Track rigged out with pump on top to hose down the Regatta competition.

The two weeks of various training techniques (yes we shot as well) passed quickly by and Sunday 29th of August saw us climbing aboard our learjets chartered for the occasion. (Two RAAF HA 748's which are a slightly faster version of a Caribou and have seating and a galley on board) — Brunei here we come!

Brunei is an interesting place to visit and the rules, we were told previously at a "popular" team video night, are easy; no alcohol, no playing with the local women and no fun in public. Other than that we were free to shoot and have a good time! We were billeted this time at a place called Sittang camp which is an isolated place near the village of Tutong. We stayed in the camp with Gurkhas and some of the British SAS hopefuls while we were there and practised our Roti-munching (pronounced row-tee) skills by night and our shooting skills by day (ask a Malay what a Roti is!).

The shooting fraternity turned out to be well represented with teams from Malaysia, Indonesia, Brunei A and B, Philippines, Singapore, and British Forces Hong Kong (Gurkhas) as well as us competing. The standard of shooting was equally high; however, the Australian Team acquitted themselves well with five of the Rifleshooters in the top ten of the competition, including first, second and third places!

We also attended a Show-Day event in our free time which was termed The Gurkha Fair. It was, in essence, an activity in which personnel demonstrated equipment and techniques the Unit (7GR) carried out as part of its role. Also present were the ever-popular stalls and side-show type of activities. The highlight of the show for us, however, was the (you guessed it) Tug-O-War in which we entered the unlimited class and won our heat. No bloody wonder really because with Big Fred Read on the rope as anchor and brother Peter Schwarze as caller, how could we not demoralise totally the Gurkhas pulling against us? Anyway we made the finals but couldn't attend the next night due to shooting commitments; bit of a pity really.



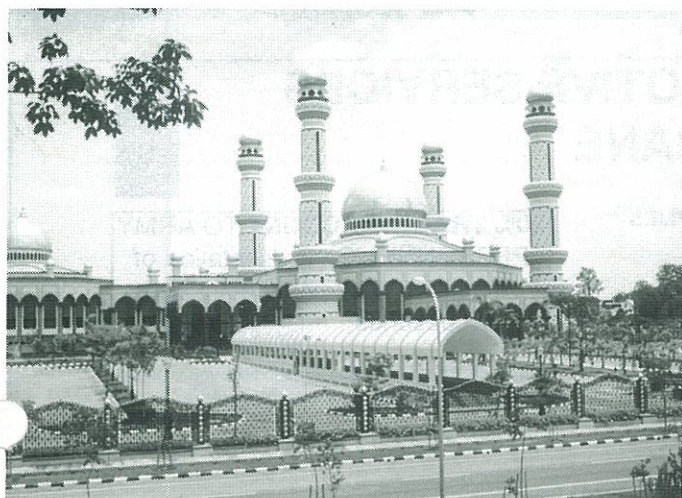
Downtown Brunei on the holy day – cheapest car in this street was an ≈\$80,000 Statesman, the rest were "Beemas and Mercs".

Well the trip came to a successful end on the 10th of September and we came home at 14,000 feet (in a HS 748 with a dicky air conditioning/oxygen system) tired but proud we had done so well as a team, even though some of the goalposts had been changed on us during the competition. I suppose it's lucky we did do so well as LTCOL Rex Wigney making his report to the CGS might have had to say, "Well Sir, thanks for the support and the funding but in the shooting arena it was to no avail; however, you might be interested to know that as a consolation we managed a second in the Beer Can Regatta Tug-O-War and the Shooting Team are now the ASEAN Tug-O-War champions!"

The moral to this story is that there are a lot of talented people out there in the shooting scene, not the least of whom wear the horse on their hat. In the Australian Team participating in Brunei, no less than a quarter of the infiltrators were RAEME — says a lot heh?

If you are interested in entering this scene you need to show your skill at AASAM where if you make the grade you may be selected to attend an AIMS (Army International Marksmanship Squad) Course. This course hones and develops those skills required to be a marksman and will allow you to make your mark and also be an asset to your unit in the areas of shooting training, range practices, weapon handling and safety, etc. The bottom line is that you and the unit get something back! The other side of the coin is that you get to meet some exceptional people from all corners of the globe and visit some interesting places.

See you RAEME gurus at AASAM 94!



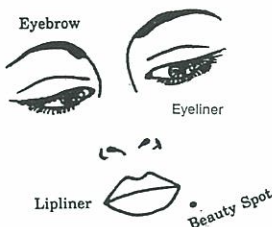
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# RAEME Rugby Union

## 1993 Season

By LTCOL Buck Jones

***This year Corps rugby made organisational progress with the issue of Corps Instruction No 31 which provides the charter for The RAEME Rugby Union, including the establishment of an annual intra-Corps competition for regionally based RAEME rugby teams.***

**O**ur first two years experience and the models provided by REME and RNZEME Corps Tournaments demonstrated the need for this extra tier of competition to ensure the continuing development of the Corps' rugby players, coaches and administrators. Without an end-of-season RAEME tournament there is little opportunity to identify and develop new talent towards success in inter-Corps matches, in particular at inter-Corps international level.

Unfortunately a lack of coordination of rugby across Army caused a clash of dates at formation finals, Corps representational, and Army touring levels this year. This hampered this years plans for an end of season RAEME intra-Corps tournament, followed by a RAEME vs RA Inf inter-Corps match, and then a RAEME development team tour of NZ. Many players were not released by their CO's resulting in a reduced tournament format, cancellation of the RAEME vs RA Inf match, and most unfortunately only 14 of the planned 25 touring NZ. We will approach the AARU to try and overcome these scheduling problems in future seasons.

Nevertheless, the inaugural RAEME Corps Rugby Tournament was held at Randwick over the period 24-27 September 1993. First winners of "The Kingston Cup" trophy were Queensland Region who defeated Southern Region through a try scored by

man-of-the-match David Thompson. The final was played on a very hard and dry Latham Park, conditions which may have favoured the drought-stricken Queenslanders over the Southern mud-runners.

"The Kingston Cup" is named after the RAEME Rugby Unions' first patron Brigadier John Kingston AM, who did much behind the scenes work to secure RAEME Rugby's early success, in particular towards last years UK/USA Tour. The cup was presented to the winning Queensland team captain Rob Peyerl by our current Patron and Corps Director, Colonel Larry Foley. As the Corps' senior craftsman he has demonstrated his considerable skills by manufacturing the handmade and carved trophy base, appropriately as it turned out, from Queensland Satin Sycamore. The result is a worthy and unique trophy which should be keenly contested by the Corps' rugby players for many years to come.

Our 1993 NZ Tour Development Team consisted of only 11 young players, 10 of whom were new to Corps level rugby. Mark Weston was selected as team captain with Warrick (Bungy-King) Thomson the teams only experienced player, having toured with the RAEME World Cup Team last year. Thommo

*The RAEME Development Squad New Zealand Tour 1993.*

*Back L-R: Mick Lane, Dick Boyce (Manager), Sean Ireland, Ed Foulston (Coach), Jason Munt and Fraser Goff.*

*Front L-R: Mick Clayden, Rob Peyerl, Troy Edmonds, Warrick Thomson,*

*Mark Weston, Paul Scarr, Terry Bransby. Absent: Mike Cunningham (Physiotherapist).*



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## RAEME RUGBY UNION CONTINUED

made sure all the established team traditions were passed on to the class of '93. New coach Ed Foulston was ably assisted by experienced manager Dick Boyce, and for the first time a team physiotherapist, Mike Cunningham.

The team left Sydney for Auckland on 1 October and returned to Australia on 11 October, much improved by their NZ experience. This included participation in three games of the RNZEME Corps Tournament held at Trentham, with the team supplemented by RNZEME players. Understandably, all games played were lost; 42-3 to Waiouru, 32-3 to Linton and 43-6 to SEME. The forwards played well in all games with two props, Rick Thomson and Paul Scarr winning man-of-the-match status in the first and last games respectively.

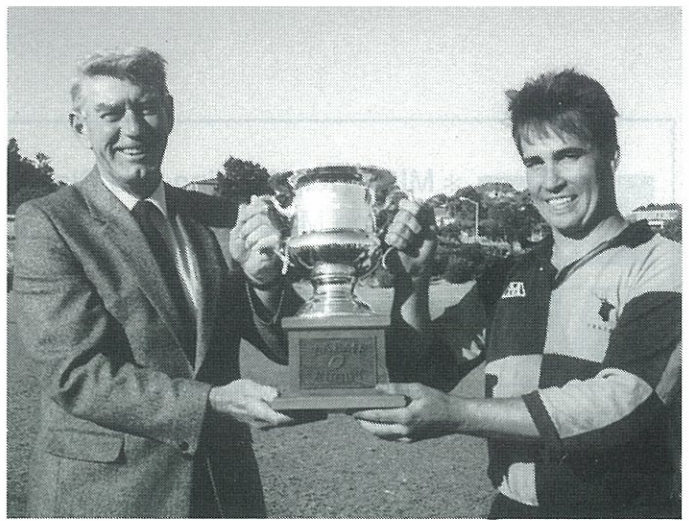
At the end-of-tournament function Dick Boyce, on behalf of our Colonel Commandant Major-General Powell, presented the RNZEME Colonel Commandant, Colonel Jim Dearsley, with a leather-bound copy of the RAEME Corps History. He also



The winning Queensland team celebrate with the spoils of victory. Man-of-the-match David Thompson is standing directly behind the cup.

presented RAEME pennants to each of the regional RNZEME teams played. The RNZEME Rugby Union presented the RAEME Rugby Union with a framed All Blacks jumper that was worn by their successful EME World Cup team in the UK last year.

We have been invited by RNZEME to make our Development Team a permanent part of their annual Corps Tournament, and they have accepted our invitation for a Test Match Tour to Australia in 1994. Details for this tour are yet to be finalised, however, planning is proceeding on the basis of them playing games against regional teams in Brisbane, Sydney and Canberra as lead-ups to the RAEME vs RNZEME Test Match to be played at Bandiana mid-October.



RAEME Rugby Union patron COL Larry Foley, DEME presents "The Kingston Cup" to Rob Peyerl, the captain of the inaugural winning Queensland Region team.

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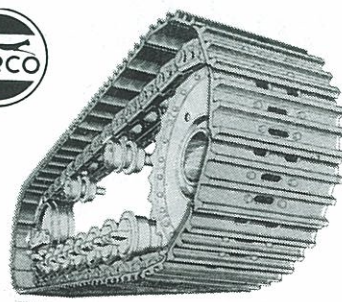
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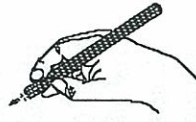
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# JUNIOR JOTTINGS



## 3 RAR TECHNICAL SUPPORT PLATOON A Brief History of the 3rd Battalion

The Battalion was raised on 20th October 1945 as the 67th Battalion and formed a part of the 34th Infantry Brigade. It was redesignated 3rd Battalion, the Australian Regiment on the 23rd November, 1948 and the prefix "Royal" was granted on 10th March 1949.

After extensive occupational duties, the Battalion deployed to Korea on the outbreak of the Korean War and became the first Australian Army Unit in action in that country. The Unit was still there when the armistice was signed on 27th July '53. During its Korean service, the Battalion was given the nickname "Old Faithful" by Brigadier Daly (later Lieutenant General Sir Thomas Daly, KBE, CB, DSO) Commander 28th Commonwealth Infantry Brigade. It was for the Kapyong action, 23rd to 24th April 1951, that the Battalion earned the US Presidential Distinguish Unit Citation.

The Battalion returned to Australia on 24th October 1954, after nine years of continuous service, the longest period overseas of any Australian Army Unit.

During the period October 1957 to October 1959, the Battalion served in Malaya on anti-Communist terrorist operations.

A second tour of duty in Malaysia covered the period from August 1967 to October 1969. It was during this period that the Battalion conducted operations in Borneo.

The Battalion served two tours of duty in Vietnam, from December 1967 to December 1968 and from February 1971 to October 1971.

On the 21st October 1983, the Battalion was designated a "Parachute Infantry Battalion" and in December 1983 assumed responsibility for the Australian Army's conventional capability.

On the 29th August, 1985 the Battalion was granted permission to wear the "Dull Cherry" Beret common to all parachute Units. On 12th December 1985, approval was granted to wear parachute wings identical to those worn by the 1st Australian Parachute Battalion during the Second World War.

As you can see the history of the Battalion is a long and distinguished one. The first Tradesmen attachment to 3 RAR was commenced during the Korean conflict in which they actively participated. Attachments were also with the 3rd Battalion during the Malaya emergency and through the Vietnam tour of duties.

Currently, The Third Battalion, (PARA), The Royal Australian Regiment, conduct three major types of operations:

- Conventional Operations
- Parachute Battalion Group (PBG) Operations, and
- Services Protected/Assisted Evacuation. (SPE/SAE)

**Conventional Operations** — This type of operation is carried out by Infantry Battalions and include F, A and B Echelons. In this type of operation the Battalion comes under command of the respective Brigade.

**Parachute Battalion Group (PBG) Operations** — The BG consists of 3 RAR, A Bty (8/12 MDM REGT), 1 Para Surgical Team (PST), a Troop of Engineers from 1 CER, and a Det of Sigs from 104 SIGNALS SQN.

This type of operation is used in conjunction with the ODF.



Back L-R: WO2 Moir and CPL Diaz.  
Centre L-R: CFN Weal, PTE Woodall, CFN Richardson, CPL Ross and CPL Harris.  
Front L-R: CFN Clulow, CFN Rutter, CFN Lambert, CFN Butler and CFN Anderson.

The PBG can be used to capture and hold a Beach Head or an Air Head for the insurgence of the ODF. These positions can be expected to be held for a period not exceeding 72 hours without resupply. Once the ODF take over the position 3 RAR can be supplied through normal channels from within 3 Brigade. 3 RAR then come under command of 3 Brigade and could be used in other offensives such as Company (Para) Insertions or Conventional Operations.

**Services Protected/Assisted Evacuation** — This operation may be used as an option by the Government, in power, to rescue Australians and other nationals from foreign soil, due to the threat, in the nation in question from invasion, terrorists, dissidents or merely as a result of a general breakdown in law and order.

**SAE** is carried out when the host nation is able to guarantee the security of the evacuation. Service assistance therefore is limited to the provision of such facilities as communications, transport and medical support.

**SPE** becomes necessary when the host nation is unable to guarantee the security of the evacuation. In this case, troops are deployed to provide protection, as well as assistance to the Head of Mission (HOM), his staff and evacuees.

3 RAR, Technical Support Platoon currently participates in all Unit activities and we take a great deal of pride both in our soldiering skills as well as our trade skills. This was well demonstrated during 1992 and 1993 where the tenacity of the TSP was conclusive.

Exercise K92 turned out to be an interesting state of affairs. The trip was terribly uneventful and boredom was fought every step of the way. Our stay at Tindal gave us the chance to revert back to nature and catch up on some survival skills, such as the correct way of fishing for food. The return back from K92 meant refurbish stores and prepare for another operation. We

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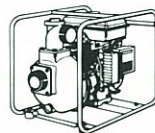
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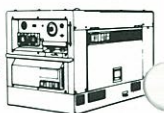
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## UNIT JOTTINGS — CONTINUED

Don't have to wait long; Narrandera was soon to come. We were to conduct SPE Operations. The TSP was given the role of ready reaction section (Shock! Horror! not ... RAEME). Our first patrol was to secure a bridge and check for explosives. In the process we captured an enemy 6 by 6, and one enemy. It just went to show that the RAEME RANGERS are capable of handling anything assigned to them.

The exercises kept coming and Swift Eagle was upon us. The exercise began by having a compulsory live in period, where we were literally cut off from society. We left on a Sunday night ready for a dawn jump at Limpopo Island. The RAAF did not disappoint us and let out about 30 soldiers over trees, no major injuries though.

1992 ended as in other Battalions with the specialist courses, but this did not slow the pace down and it all started again in 1993.

For the Battalions first trick they decided to have a Conventional Defensive Exercise for once (well! the last time was about 1983). This meant that the Bn would deploy an A Echelon (A WHAT!). Once all of the members of Tech Spt were informed of what an A Ech was and what it actually did for the Bn, the men were right into it, especially FRT's to F Ech. On completion of the exercise the Battalion decided to walk home, (the Long Way!), 30km later we were home.

With a months break to repair the equipment broken from Ex "Kapyong Warrior" there was a new conflict; an SPE operation in Narrandera and for the 2nd time in as many months we were to deploy A Ech. Once in location the rumours were out that we were going home, but this time they were correct and the Battalion was recalled from Exercise to conduct a guard of honour at a funeral service.

Throughout the year the companies were conducting training in different areas of Australia from Tully in the north to Hobart in the south and in most cases Tech Spt were there in whatever capacity.

At the end of August Ex "Swift Eagle" changed its name to Exercises "Eagle Flight One" held at Macrossan and "Eagle Flight Two" held in the SWBTA. Both exercises were enjoyed by all. We are now coming to the end of the year and those specialist courses again and we will be preparing to wind up for next year, not wind down for the end of the year.

So if you love a challenge, enjoy conducting different tasks, think about The 3 RAR RAEME RANGERS where the posting is constantly testing Trade skills, Military skills, Leadership qualities, Tolerance, and Initiative of each individual soldier. Our TSP provides us with a great deal of variety and makes for a good posting for an adventurous soldier who is sick of doing the same thing day in and day out.

Currently we are looking for a 34-22-34, blond hair, 5ft 4" with good typing skills and filing techniques. References are not needed but may assist the panel in selecting the right person for the position. "FEMALES NEED ONLY APPLY!"

### Current Members and their Famous Quotes

WO2 C. R. Moir — "Is that in accordance with the Manual of Occupational Health & Safety."

CPL C. U. Diaz — "I knew that!"

CPL S. Harris — "Yeah! I know what I did!"

CPL J. A. Ross — "Yeah! OK!"

CFN M. J. Butler — "I'm too sexy for this planet."

CFN G.R. Clulow — "We're too busy to do that!"

CFN P. C. Griffin — "I have to go to ... (Mastercard DUP)"

CFN G. Hepworth — "I'm confused?"

CFN D. I. Lambert — "Do I Have to Jump!"

CFN B. P. Richardson — "She'll be right!"

CFN R. D. Rutter — "Look! at this Pre-Course!"

CFN A. D. Weal — "Are we right to go?"

PTE K. C. Preston — "Can I have a bitch?"

### Previous Members

SGT G. O'Keefe, CFN F. Anderson, CFN D. Paterson, CFN T. Duffield, CPL P. Robinson, CPL A. Bonnett, CFN R. Metlicar, CPL M. Sandford, CFN R. Morrow, CFN D. Von-Samorzewski.

## BLUEBELL MEET — TRADESMEN QUALIFY

Prepared by Captain Steve Hresczuk  
(SI CSEs Camp)

The day of reckoning was fast approaching as the final vehicles and stores were being loaded across the country.

Advance parties from the three major GRes Field workshops of the 2nd Division, namely 111 Fd Wksp at Adamstown, 103 Fd Wksp at Leichhardt and 105 Fd Wksp at Oakleigh were on the move in preparation for the largest GRes, RAEME courses activity to be staged to date. The venue was to be near centrally located facilities of the 4th/19th Prince of Wales Light Horse Barracks in Wangaratta.

Many months of tireless planning by the HQ 2 Div EME staff were to be put to the test. The CDEME, LTCOL Stephen Gallagher was ecstatic that the joint efforts of the many personnel involved would see the Commander 2 Div training directive being implemented, resulting in a large number of RAEME craftsman completing their IET and being in a position to continue with further trade training in the form of "Unit needs courses" and specialist courses. Parent Units were to be enhanced with the additional skills and qualifications gained by members attending the courses camp which was to boast a total of twelve (12) different courses, to be conducted during the two week period. Courses such as Battalion Weapons, Fitter Armament Maintenance Techniques, Field Artillery M 2A2 Maint Cse, Clerk Production, Radar Repair Techniques, Field Generator Set Maintenance, A & B Vehicle Elec Cse, B Vehicle Maint Techniques Cse, Lt A Vehicle Maint, Mack Maintenance Techniques Cse and C Vehicle Maint Techniques Cse. Instructor support came from the many EME elements within the Division and RAEME Trg Centre. The collective efforts of the many professional staff contributed in no uncertain terms to the success of the large number of courses and the more than pleasing results.

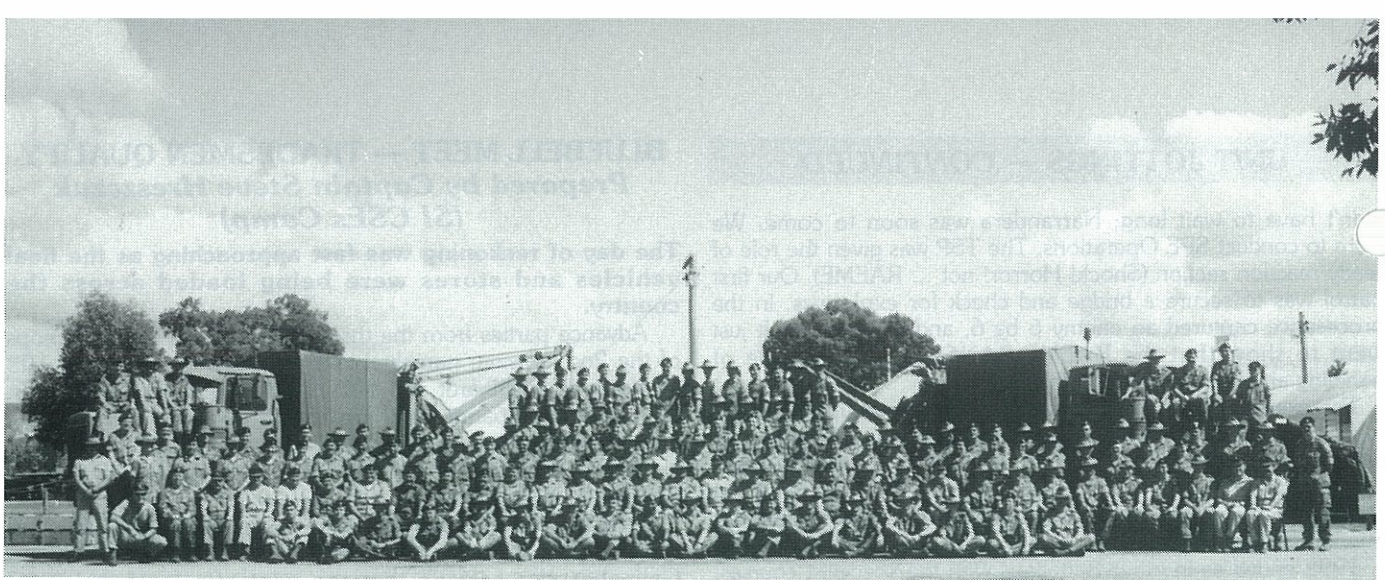
Included with the trade courses was the Subj 2 CPL CSE (RAEME) aimed at qualifying EME soldiers in those aspects detailed by Corps doctrine for promotion to the rank of Corporal. WO2 Neil Lewis who holds the Artificer Vehicle posting at 105 Fd Wksp found himself managing the promotion course with assistance being provided by staff from Units such as 1/15RNSWL (WO2 Gary Trinder), 103 Fd Wksp (SSGT Glen Brown and CPL Dave Harper) and a number of other 105 Fd Wksp staff, namely WO2 Butler, SGT Marshall, SGT Daley, SGT Sutton, SGT Lawson, CPL Marsh; to name but a few.

Staff and students panelled were representative from all formation workshops, Unit workshops and Technical Support Sub Units throughout the Division. A small number of students were also involved from LSF Units in Tasmania and Victoria as well as five students from 9 Bde, 3 from 3/9 SALH and 2 from 107 Fd Wksp. Two members from 41 RNSWR located at Lismore reflected the extent of the boundaries that were included in the nominations and course panels.

RAEME Training Centre provided technical assistance, by way of training aids, TMP/CMPs, and instructional support with a number of courses, namely the Field Gen Set Cse and the "C" Vehicle Cse which was conducted at RTC. Sectionised vehicle components proved invaluable in many of the automotive lessons. A visit by the CO/CI of RTC, LTCOL Amor, provided him with an insight into the depth of skill and resourcefulness of the GRes, and their ability to conduct an activity of that magnitude in the short time frame available.

Mercedes Benz (Australia) Pty, as part of their after sales support service, provided the services of Mr John Dumble who is employed as a trainer with their commercial fleet area. John Dumble was a real favourite with the students and attracted the Commander 2 Div interest during a presentation on the Unimog braking system. John served for 22 years in RAEME before taking discharge in 1984 but not before seeing service in Vietnam in 1970/71 with 5 Tpt Sqn Wksp as ASM and finishing up as a Warrant Officer Class 1 in MEA. The Army Reserve attracted John's eye where he continued to serve until late 1992.

Mercedes Benz freighted John and his 500kg container of sectionised training aids which included a front wheel station,



Students and staff attending 2 Div EME CSEs Camp at 4/19 PWLH Barracks, Wangaratta.

## UNIT JOTTINGS — CONTINUED

brake and steering components and axle torque tube swivel assembly, around the country at no cost to the Army. This interesting additional dimension to training enabled a varied and quality presentation by a company representative who had a wealth of knowledge and could relate to the equipment and classroom as well as the students.

The senior course being conducted during the AFX activity placed the students of the promotion course under the microscope for the two week period. As up and coming junior NCO's and potential SNCO's the students worked well into the evenings, revising the days lessons and preparing for either terminals or the next days activities. To avoid "Johnny" becoming a miserable and stressed little digger, morning PT activities provided a much needed pressure relief capability for all students. The four female students on the promotion course performed extremely well and surprised a number of their peers, who had jovially questioned their field skills during more relaxed moments.

At the closing address the CDEME thanked all those present who had contributed to the outstanding success of the previous two weeks. Students and staff who worked together as cohesive teams even though many had only just met, reflected the *esperite de corps* which exists within RAEME and all were to be congratulated for continuing to foster this spirit.

### COMMANDING AN FRT TO THE PILBARA By LT P. Beor

**Time:** Oh — Dark — Early — Hours  
**Place:** 113 Field Workshop  
**Situation:** The Final Moments Before Leaving on a Two Week FRT to the Pilbara

"Now what have I bloody forgotten?", was the thought that, like countless commanders before him, went through the FRT COMD's mind on this, his first patrol, alone!

"OK, got the two Engel car fridges chockablock in each GMV, there's a year's back issues of Post, People and Picture in the Hiace and we've got sufficient AC/DC, Buddy Holly, Suzi Quatro and Skyhooks tapes for the Boom Box for a fortnight. Is there anything bloody else?"

At this point, again like countless commanders before him, he decided to trust that his SGT had done the right thing. The thought did pass through his mind however, that the OC had given him not only two SGTs but the RQ and two SSGTs as well for the trip. "I wonder if the Old Man is trying to tell me something?"

Be that as it may, the small convoy set off — with the FRT COMD in the rear vehicle, a tad perturbed that no one trusted his navigation — after all he should be safe enough. There wasn't a compass or map in sight. At least he could take satisfaction in the fact that after all, they had left more or less on time, more or less complete and he was more or less in command — Pilbara here we come!

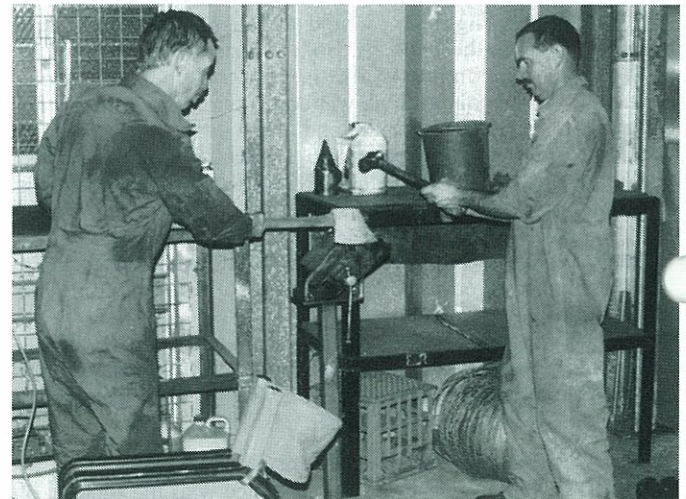
The first day proved somewhat uneventful, apart from the two GMV's missing the Meekatharra turnoff and heading towards

Yalgoo — but as the SSGT driving explained (and the FRT COMD agreed), the body in the white shorts leaning over the HJ's bonnet was rather distracting.

Meekatharra! Jewel of the Murchison. Apart from the fact that the accommodation was last occupied by soldiers during the Siege of Mafeking and the substance that blocked the toilet defied all attempts to flush down, it was fun. After originally being mistaken for Americans, (did we look that stupid?), the locals took us to heart, especially the SGT and CFN who escorted two locals home later that night, but strangely enough were back in the lines soon after.

Breakfast the next morning was the first taste of our staple rations for the FRT — 10 Manners. Luckily the equine inhabitant of our car park proved partial to some extra feed. It was remarked upon by all present however, that no one had ever seen anyone, anywhere, enjoy Luncheon Meat Class III before.

Day 2 and into Tom Price where we both started work and met up with our escort from the Pilbara Regt, CPL Mal, RAEME



CFN Clarke (using ball joint removal tool ... heavy!) and CFN Stoner at Tom Price.

(so obviously a top bloke). He was more than glad to talk to some real people (ie RAEME) again after two months in the Pilbara straight from 3 RAR, and was also going to record the highlights of the trip on MALCAM for posterity (and no doubt a few laughs in the boozier).

The assorted FRSV's (Rovers), 77 sets, Ravens, Brens and M203's kept us occupied until well into the evening. Luckily here we also got our first taste of Pilbara Regt hospitality, when B Troop opened their boozier for us. Good comradeship, cheap grog and the cricket was on. What better way to finish a day's work?

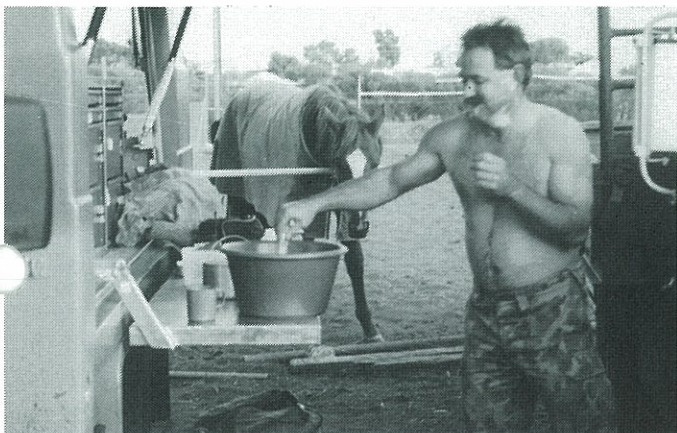
Much later that evening, two certain SSGT's indulged in the game beloved of SNCO's the world over — let's get the COMD drunk. Luckily for the officer concerned the beverage chosen, rum, was well accustomed to his system, as the size of his stomach attests.

## UNIT JOTTINGS — CONTINUED

Day 3 — Newman, A Troop and rain. Some may disagree but a provision of TIM TAMS for Arvoes by the FRT COMD went a long way to improving productivity. A warm boozie, a pool table and a few rubbers of euchre that night restored everyone's spirits.

Day 4 dawned bleak and gray. The coastal highway to Hedland was out and the Wittenoom road wasn't going to last much longer. It was decided to make the attempt anyway. After all we're RAEME and anyway a few RECCE MECHS would never let us live it down if we didn't try.

Surprisingly the only drama on the road was when CPL Mal, tried using SPEEDWAYCAM and proved that a 6x6 can go down a road sideways if you really want it to.



SGT Turley in Meekatharra with "CFN Dobbin".

After a stop at Wittenoom for a stickybeak and a slash we made it into Port Hedland and D Troop. Unfortunately, being a Tuesday night we had to make ourselves scarce for a while, so it was civvies, first names and REAL FOOD at the pub.

Being RAEME, of course we soon had women dripping off us, well one, but she was a raunchy girl. The RQ quickly organised a book on what time a particular SGT would depart our company, but discretion prevailed and the MO was deprived of a potential case.

About this time someone must've spiked the drinks, for half the company decided that as the rain had ceased the next morning was a perfect opportunity for a CFT before work. This may have had something to do with the fact that the D Troop armoury had only M16's and STEYR's and that Port Hedland is remarkably flat. Of course the RQ did manage to find the only road with a hill on it, but you get that.

CPL Mal, using BWANACAM did manage to capture the FRT COMD lending an unburdened CFN his M16 whilst he ran off a violent stomach reaction, but all managed a pass. The walking wounded were loaded, later on that morning, onto the vehicles and it was off to C Troop, Karratha. A break at the Whim Creek improved spirits and blisters remarkably.

Karratha was a goldmine — we were sharing the depot with a detachment from 2 Prevent Med and they had a WO1 cook. A deal was soon struck and anyway, we'd read all those back issues.

Whilst here more collective madness struck — this time during dinner, (what did the WO1 put in the curry?), when the remaining members of the FRT decided to do their CFT before sweets. Again the RQ proved his versatility by choosing a course with 4 cattle grids. A carton side bet ensured that the majority finished within two hours, but regardless it was a sterling effort.

Numerous Mogs, FRSV's, radios and weapons later it was off to E Troop, Carnarvon. Of course on the way a visit had to be made to F Troop, Pannawonica. No-one was home, so the FRT set a record for installing all available modifications and carrying out a full technical inspection of a Troop's vehicles, 43 minutes. OK, there were only two vehicles, but we thought it was good.

In Carnarvon we had the dubious honour of sharing our vehicle barn with Dick Smith's balloon. The temptation to put a

113 Fd Wksp or SPANNERS USE BIGGER NUTS sticker on his gondola was resisted and as a reward we were allowed to take a few FRSV's on a road test to see the whales and sharks at Quobba.

This time the FRT COMD did manage the lead vehicle and took considerable pains to try to look like Rommel, the Desert Wombat. If looking like Rommel included being snap frozen driving 100km in an open vehicle wearing only a DPCU top, having midges leave 110km/hr impact craters on your exposed skin and giving the hair a permanent teardrop, then he succeeded well.

The sharks and the blowholes were impressive and CPL Mal in the rear seat using MORONCAM got some impressive footage. Another Tuesday night so real food again. The older members of the group then took great delight in teaching a younger CFN the relationship between SMUT by Skyhooks and a packet of twisties.

Then, alas, it was time to say goodbye to CPL Mal with everyone sad to see him go, apart possibly from the FRT COMD who was still feeling the effects of Stones Green Ginger Wine Shooters shared with the good CPL the night before.

Geraldton and A Coy, 16RWAR, with everyone looking forward to a huge last night. Unfortunately Fiasco was closed and the Grab a Granny night at Explorers proved too bizarre even for a couple of our hardened SGTs, so an early night was had by all.

Leaving at oh-dark-early again, Perth was reached by lunch and with it the end of another successful 113 FRT. The FRT COMD, well he learnt numerous new skills, such as removing Landrover ball joints with an axe, using an oxy to make toast and a dozen different ways to cook 10 manners — some of which were even edible!

Seriously though, thanks must go to the Pilbara Regt and 16RWAR for opening up their depots and hearts to us and to the CFN themselves — 44 Rovers, 3 Mogs, numerous PR77's, Ravens, M203's, Brens, plus scopes and NVG adds up to a fair amount of work for two weeks — not to mention the 4500km drive.

## LSF WORKSHOP REPORT

By 2LT Selina Lyons

**During the year LSF Workshop has been involved in a number of various activities and training exercises. These included a Courses Camp in March, IMT training, and participation in Exercise Rooster Shift.**

### Courses Camp March 1993

From 6 March 1993 to 20 March 1993, LSF Workshop conducted a courses camp at their Unit base in Brighton, Tasmania. This consisted of a Subject 2 Corporal Course, a B Vehicle Maintenance Course, and a C Vehicle Maintenance Course being run concurrently.

Instructors for the courses were from LSF Workshop, 12/40 Battalion, and Hobart Logistic Company, with students attending from all RAEME Units in the State.

The camp concluded with a parade and a mixed dining-in night. Colonel Commandant BRIG Ermert was the Reviewing Officer at the parade, and guest of honour at the dinner.

At the parade several presentations were made. These were:

The Soldiers Medallion, which was awarded to CPL Ron Round from LSF Wksp, for his tireless enthusiasm and dedication in his role as the UPR, and his extra Regimental Duties.

The Student of Merit for the Subject 2 was given to LCPL Wilson (now CPL Wilson) from B Troop, 44 Tpt Sqn. (CPL Wilson was also awarded Craftsman of the year, Tasmania Region 1992.)

The Student of Merit for the B Vehicle Maintenance, awarded to CFN Guinan (now LCPL) from A Troop, 44 Tpt Sqn.

### IMT Weekend

Elements of the LSF Workshop were deployed into a defensive position in the South Buckland Training Area on the night of April 16th 1993. They were tasked with defending a part of the Company withdrawal route for Charlie Company 12/40 Battalion. Charlie were undergoing heavy artillery fire and harassing attacks from the advancing enemy in their quest

## UNIT JOTTINGS — CONTINUED

to conquer Tasmania, and were preparing to tactically withdraw. The position had been well developed, with pits prepared earlier by engineers.

This was the scenario set for the Workshop annual Infantry minor Tactics weekend. From the defensive positions many infantry skills were taught then practiced. These included an introduction to defensive operations, daily routine, and the execution of an aggressive patrolling plan.

Moving into the position under the cover of darkness provided an excellent opportunity for soldiers to evaluate their equipment preparation, and field craft skills — such as erecting a shelter. Not much sleep was had that night — enemy attacks were not to blame.



CPL Peter Reid changing the Turbo Unit in a MACK MC3 during Ex "Rooster Shift".

Two instructors from 12/40 Battalion, CPL Dave Mounter and SGT Ted Rigowski, lent a hand in teaching the troops basic infantry skills.

After the teaching phase the Workshop occupied the defensive position and successfully fought off many enemy attacks throughout the next night.

The weekend culminated with a live fire shoot from the defensive position. This proved to be the highlight of the exercise, as the diggers had the chance to fire the M60 MG — a first for most.

Still on a high, the Workshop marched back to the trucks, with a good time being had by all.

### Exercise Rooster Shift

From 28 July to 15 August 1993, elements of Vehicle Platoon, LSF Workshop participated in exercise Rooster Shift. WO2 Clark, SGT Rich, CPL Reid, CFN Walker, and CFN Taylor were attached to 26 Tpt Sqn Wksp during the exercise, at Forbes and Bourke NSW.

The overall aim of the exercise was the movement of 21 Const Sqn from Puckapunyal to Brisbane. The aim of the exercise for LSF Wksp was to confirm training of vehicle tradesmen on Line Haul Equipment.

The exercise was conducted under full tactical conditions, and in several stages. The Platoon were employed in FRT support for vehicular convoy from Puckapunyal to Bourke, providing static support at Forbes and Bourke, FRT Support for vehicular road train, and the defence of the staging areas.

During the exercise members were also able to undergo military training on the Steyr, Minimi, RAVEN HF Radio, EMEMIC, and Coding.

Participating in the exercise provided a real eye-opener for those involved. It provided exposure to differing topographical and environmental conditions and equipment types to what they were accustomed.

Overall the exercise was a valuable one for everyone involved.

## 2 CER WKSP

2 CER Wksp has been busy again this year providing support to the Engineers of 2 CER. The FRT's have been fully tasked supporting various elements of the Regiment, the Wksp conducted an IMT Exercise with the new Individual Weapon Effects Simulator System (IWESS), we deployed on our Regimental Exercise near Wallangarra, NSW and we have plenty of tasks planned for the rest of the year.



Left to right: Sgt Tony Rawson, CFN Scott Moore, WO2 Tony Rykers, CFN Dave Bloor, LT Andrew Robinson, CPL Mitch Saikovski and Dick Leckey.

So for this year the Wksp has supported Ex Marilyn Munroad, Ex Shakeout, Ex Hard Slog, Ex Eagle Flight II, Ex Ready Sapper, a Lysaght Hut Construction at Wallangarra and the construction of the Enoggera Climbing Wall, Ex Marilyn Munroad was a plant troop works task to WBTA and the Border Ranges, near Canungra, to upgrade two roads. There is never any shortage of volunteers for these exercises. Plant Troop always do it tough (non-tac and heaps of beers). Needless to say CPL Campbell, LCPL Phease and CFN Clement, Frost, Lonigan and Richards managed to enjoy themselves and provide good support to the Engineers.

The 10 metre climbing wall was a recent task for Resources Troop, 2 CER, to provide a training facility for rock climbing in the Enoggera area. The design and construction of the wall incorporates the latest technology in tilt-up concrete slab construction and is a testament to the skills of 2 CER. Extensive welding support was provided by 2 CER Wksp in the form of our expert welder, CPL Bruce Ferguson.

From 31 May-5 June the Wksp deployed to WBTA to conduct our yearly IMT Exercise. The troops were split into three sections and conducted section level patrolling for three days. We then regrouped into a platoon and conducted further patrolling and platoon attacks for the last two days. An element of realism was injected into the exercise by the use of the newly arrived IWESS. The IWESS consists of a harness, which straps to the wearer's webbing and bush hat and contains laser sensors, and a laser projector which attaches to the soldiers rifle.

The laser projectors on the weapons must be programmed to correspond with the type of weapon they are attached to. Once programmed, the laser projector will fire out to the battle range of the weapon e.g. Steyr - 300m. And yes, they can "kill" at that range.

The IWESS equipment proved to be a success on our IMT training. It injected a sense of realism that was appreciated by all. Soldiers could shoot, and be shot at, from varying ranges and the results were instantly apparent. No more arguing the point with the OS or umpire. Consequently we found that fieldcraft improved significantly. Morale throughout the exercise was at a consistently high level and after the exercise all the soldiers could not keep the smiles off their faces. Obviously

## UNIT JOTTINGS — CONTINUED

IWESS has some faults, but overall the use of IWESS is a plus to my IMT Exercise.

From 3-18 July, 2 CER Wksp deployed with 2 CER on Exercise Winter Workout. This was our first major exercise for the year. Winter Workout was a bridging exercise conducted near Wallangarra, NSW and stretching east along the Bruxner Highway as far as Casino. The Wksp was static for most of the exercise but was kept busy deploying FRT's to the bridging sites to conduct repairs. One FRT involved an airlift in a BlackHawk helicopter (and a quick detour up along the beaches). Also kept busy were our two Recce Mechs, CPL Mitch Saikovski and CFN Dick Leckey, as they dragged the Regt out of countless bogs.



The final phase.

We also did some work for the local drought stricken farmers which included some vehicle repairs and the repair of a windmill. The windmill was an excellent job for the crafties in the Wksp. The windmill construction team consisted of CFN Paul Florian, CFN Scott Moore, CFN "Richo" Richards, CFN Brad Watson and CFN Dave Bloor. Overall supervision for this job was provided by our windmill expert SGT Tony Rawson.

The rest of the year is booked out for 2 CER Wksp with October and December looking particularly busy. But there's always adventure training to look forward to. This year we are deploying to the Blue Mountains west of Sydney and going ropelling, top-rope climbing and canyoning for four days. Should be good.

1994 will see a major change in manpower in 2 CER Wksp. Farewells are as follows: CAPT Anderson, RTC; LT Robinson, Newcastle; WO1 Wardill, Discharged; WO2 Sharratt, 104 Fd Wksp; SGT Vella, 104 Fd Wksp; SGT Green, 1 Fd Regt; CPL Craggs, 7 Log Coy; LCPL Cavanagh, Educ. CSE; CFN Constable, 2/14 QMI and CFN Homer, Pucka Log.

And the welcome additions to the Wksp are: CAPT Ron Parrello, OC; LT Sharon Gillan, OPSO; 5 x VM and 2 x Fitter Apprentices (unidentified as yet).



The finished product, complete with Corps colours.

## 161 RECONNAISSANCE SQUADRON

By Craftsman A. Logan

**Well its about time we came out of the closet to display our glory and splendour to the rest of the members of RAEME.**

Although a rarely seen or heard of Unit, (outside its own circle) the 161st Recce Sqn of Holsworthy, Sydney has enjoyed an honourable and distinct history; forming originally on 13 September 1965 as 161 Recce Flight of the 16th Army Light Aircraft Squadron.

The Unit was deployed to Vietnam as part of the 1 RAR Battalion group attached to 173 Airborne Brigade US at Bien Hoa. On raising the Australian task force the squadron was then deployed to Vung Tau. Then in 1966 the squadron moved to Nui Dat.

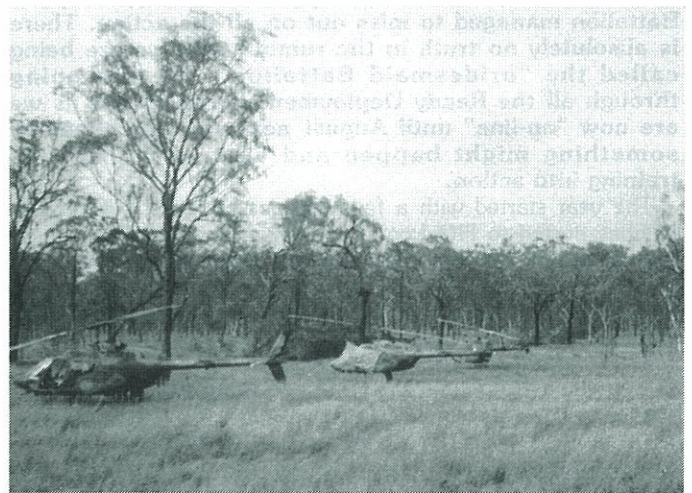
Whilst in Vietnam the Unit was equipped with 6 Souix helicopters and 3 Cessna fixed wing Bird Dogs. The Cessnas were replaced with Swiss Pilatus Porters in mid 1969 and in 1971 the Souix were replaced with the Bell 206B-1 Jetranger. In 1972 the Unit redeployed to Australia.

In Vietnam the Unit was given the call sign "Possum" which is used as its mascot today with the motto of "Paragon". When returning to Australia the Unit was amalgamated with 171 Air Cavalry Flight to become 161 Reconnaissance Squadron.

On 4 July 1991 the squadron was awarded the US Army "Meritorious Unit Commendation" for its services in Vietnam.

Today the squadron operates as part of 1 Aviation Regiment and provides land base reconnaissance support to the Armoured Corp.

As would be the case in any Unit where the host Unit is the minority, the RAEME element have their work cut out for them. Between the usual duties, exercises, mil-skill competitions, guards, CO's assessments, sport (a rare word in our vocabulary), and open days, this Unit still manages to maintain a high aircraft serviceability rate.



161 Recce Sqn in the field on exercise "Griffin '93".

You may ask yourself, (if you are not already in the field) what it is like to perform technical maintenance on aircraft. Firstly there is no deviation from our maintenance manuals, secondly it takes two to ten times longer to carry out maintenance on aircraft than on motor vehicles and finally there are five times as many rules. However if you actually get time to fly in an aircraft that you have worked on, the reward can be tenfold.

What have we been up to of late? Well after a much needed standown we resumed our job with exercise "Possum Refresher" which brought every one back on net with squadron activities and procedures. But most of all this was an exercise in demand and supply. The pilots demand serviceable aircraft and supply us with broken ones. However *esprit de corp* showed through as always with the RAEME "can do" and "we are here to provide a service" attitude was prevalent throughout the exercise.

Then we were off to glorious Shoalwater Bay for exercise "Griffin '93". This is basically a non-flying exercise for 1 Aviation Regiment where aircraft are constantly flown, mil-skill

## UNIT JOTTINGS — CONTINUED



161 Recce Sqn aircraft being recovered by a Iroquois aircraft from 171 Operational Support Squadron.

competitions occur and the exercise finishes with a sports competition.

The finale to the exercise was an award and skit night where L/CPL Tim Fanning of 161 Recce Sqn received an award for "The Most Promising Soldier" within 1 Avn Regiment. Congratulations Tim on a hard earned and well deserved award.

From a technical point of view the exercise gave the Regiment an opportunity to carry out the first all Army air recovery (thanks to a pilot from 161 Recce Sqn who decided that his helicopters tail rotor needed to make love with a two inch sapling).

The recovery went ahead with no major problems and proved to be a valuable learning exercise for all concerned.

### TECHNICAL SUPPORT PLATOON 2ND/4TH BATTALION

**During 1993, Technical Support Platoon, 2nd/4th Battalion managed to miss out on all the action. There is absolutely no truth in the rumour that we are being called the "bridesmaid Battalion". We are going through all the Ready Deployment Force checks as we are now "on-line" until August next year, so hopefully something might happen and we can put all this training into action.**

The year started with a few changes of faces, WO2 Mark Hughes posted to HQ Log Comd on promotion, WO2 Peter Willmette posted in to the ASM slot from MEA. CPL Dave Larkin was posted to 1 Tpt Sqn Holsworthy but decided to try out his luck as a Road Train Stunt Driver and managed to break his arm, so he had to delay his posting for a couple of weeks. At least it allowed us to sort out our EMEIs.

CPL Phil Coleiro and CFN "Poss" Poulsen managed to spend Christmas in Malaya with A Coy 2/4 RAR and came back with a wealth of information (just ask Poss). CFN Rick Campey (Rick who, some ask) has spent most of the year travelling the world as part of the Australian Army Shooting Team and having a successful year.

Again Tech Spt missed out on a Guernsey with the Cambodia trip, a Platoon from Delta Coy and 5 Aviation Regiment went. Tech Spt did manage to burn the midnight oil to ensure everything that went overseas was serviceable.

CFN Doc Murdock finally received his posting to the ADFRU (Australian Defence Force Recruiting Unit) Townsville and a promotion to LCPL. Good luck Doc!

PTE "MG" Mollar-Garrido, our resident On The Job Training Welder, decided that he has had enough of the boilermaking trade and he went off to sunny Wagga Wagga to learning how to be an Airframe Fitter. All the best for your new career!

To let everyone know who is Tech Spt P1 2/4, here is the manning:

WO2 Peter Willmette, CPL Phil Coleiro, CPL Dave Fedorniak, CPL "Tricky" Trimble, CFN Rick Campey, CFN "Cat" Coney, CFN "Rufus" Dawes, CFN "Rossco" Fuller, CFN Wes Lynch, CFN "Poss" Poulsen, CFN Chris Smith, CFN "Westy" Southey, CFN "Ski" Szczecinski, CFN "Wedge" Wegener, PTE "Cludo" Clausen (OJT Veh Mech).

Tech Spt P1, 2/4 RAR would like to wish everyone a merry Christmas and a prosperous new year.

### LAND FORCE SIGNAL UNIT WORKSHOP TROOP

**(Formerly 2 Signal Regiment Workshop)  
by the legendary "Mouth from the South"  
CPL Leeroy Donovan**

**A year in the life of the LFSU workshop troop has been, to say the least, a different one. It has been a year of stocktakes to try and find what has gone missing since the formation of the new Unit LFSU from the old 2 Signal Regiment. By now you would know that the Unit was committed to Cambodia for the peace-keeping force.**

Since we last tried to meet the deadline for this mag, we have had a few changes in manning and it looks like this at the moment, LT Steve "The Boss" Sims — who came to us from BLBn, SGT Davin (yes that's Gavin with a "D") Hayes — looking after the vehicle side of the workshops.

Then the legendary CPLs Bill "I'm a crane driver" Bolton — who is now looking after re-designing of the RPS after having a turn at the floor controllers job, David "I really want to be a photographer" Tilley — who has been looking after inspections and making sure everybody's paperwork is up to scratch, is now floor supervisor and project manager, Ned "I'm a CAP because I now drive a Jag" Needham — who has recently returned from Cambodia and has just received a posting to the legendary 1st Armoured Regiment and is about to get married to his long time sweetheart, Fiona, is until posting running the service station and is the current FRT commander, Craig "I know computers" Macleod — who just returned from Cambodia and has taken over the job of looking after the generator's and centralised power along with rewiring the shelters as they (Sigs) see fit, then of course there's me, Leeroy "Going around the bend" Donovan — who was the trade repairer (come anything else I felt like doing at the time) CPL, who after 9 years in the ODF has found this posting the most challenging of my career "trying to stay sane!"

Then comes the link between the floor and the doddering old farts in the office, LCPLs Ricky "The Army says I've got one leg longer than the other" Pyke — who is working in GE at the moment due to there being no establishment CPL position in GE (he's getting married late next year and little does she know she's marrying both heads of a TASMANIAN), Eddy "the expert" Van Russum — when asked by someone "when did you get made up?" Eddy was heart to reply "well, if you hang around long enough?" Eddy has also taken a big step and his wife and his wife are expecting the patten of little feet in the near future (no, I don't mean they're buying a dog), Eddy works on the floor as the shop steward.

Now comes the heartbeat of the workshop, the workers, of which we don't have a lot of at the moment. CFN Clive "I've been here the longest" Norie — known to his work mates as Nozza, is currently working with Ned Needham in servicing, Peter "I know Harleys" Lodding — who is battling along after recently rebuilding his bike and looks like he's getting serious over a girlie, Chris "I'll try and get away with anything I can" Young — who's recently bought a house with his future wife, Diana, whom he "spends a lot of quality time" with of late. Chris works in the Gen bay with Maca at the moment, Eddy "Shoot them Dead" Schultz — the gun mad fitter and recently qualified tattoo/marine expert.

We have also taken under our wing two new roaches, PTEs Daff "I want a redundancy package" Williams — who came to us from SASR, Sally (I don't think joining was a good idea" Marshall — (Daffs sidekick) who arrived from basics. They've both had their hands full just trying to come to grips with the store, considering five people use to work in the RPS at 2 Sig its going to be a long slow job sorting it all out, but they will get there.

Our Radio Techs are all Signal Corps, but we still talk to them and they're part of the workshops troop. They are led by the FOS (Foreman of Signals), a pommy exchange officer by the

## UNIT JOTTINGS — CONTINUED

name of WO2 Milton who only just arrived (the last one won his 6,000 on Wheel of Fortune and went home). CPLs Bassett and Knight along with SIG Foster make up the rest of the legendary LAND FORCE SIGNAL UNIT Workshops Troop.

That's about it for this year, we haven't been bush much for a field force Unit "chuckle, chuckle" but boy can we stocktake!

### 7 LOG COY RAEME REPORT

**This year has seen a major eradication to the DAD's Army sort of syndrome which was affected defence in the North for years. In fact it has been quite a year, full of turbulence, changes, General's visits, incidents, accidents and a little enjoyment.**

Workshop's first and greatest challenge for the year was to eradicate the great big ball and chain of our 4th line role. GOC Log Comd decided to pay a friendly visit and was so impressed by our 4th line "loggies", he decided to keep them for himself. As a result we farewellled our 3 trade repair officers (Shorty Blacker, Pop McAvaney and Les Jarvis), WO2 Tony McAlister and SGT Bob Wade as they picked up their tools and headed off down the road to form the newest Army Unit — Darwin Log Coy.

Wksp PL 7 Log Coy emerged as the be all and end all of 2nd line repair in the vast NORCOM AO which stretches from Broome to Groote Eylandt, Alice to Darwin. But further changes were still on the cards.

APIN kicked up a gear when, after hundreds of phone calls, faxes and visits, it was determined that as of 30 November, 1991, 7 Log Coy will no longer exist and 1 BASB (Fwd) shall be born. 1 BASB (Fwd) is to pave the way for the remainder of 1 Bde Service Units as they arrive in the Top End as per the APIN agenda.

Anyway, back on a workshop front, the Greek owner of our fine establishment eventually returned from his soiree on the Greek Isles and finally decided to sell his property to us. To our astonishment, renovations began almost immediately, as walls were knocked out to be replaced by roll-a-doors, filter systems were installed, and an armoury was constructed. Unfortunately, the foundations are too weak to hold an overhead crane so we are having to make do with a 500kg floor crane. CPL Harry Craggs has even been built a new RPS shed to play in — all he needs now is a forklift!

This year will see an end to our repair tours which take FRTs to remote NORFORCE outstations such as Arnhem, Centre and

Kimberley Squadrons. NORFORCE is to develop its integral EME support in order to ensure its self-sufficiency.

The next big challenge for the workshop will be to deploy to the field for the first time in a 2nd line role. It should be fun trying to squeeze the entire Wksp into the one Wksp vehicle — 6x6!! If anyone hears of any unimogs going cheap, please let us know.

This year saw a few new fellows arrive in the Wksp. CPL Skinner "Huge" joined us to become our Tug-O-War team anchorman. CPL "Greeny" Greenall arrived in time to steal victory in the Interservice swimming competition. CPL Alan Cordwell and SGT Andy Baly were blessed by SCMA as they arrived in our Wksp after serving time in 2 Cav. Crafties Neil Wells and Kym Lester rocked up and have 3 year back-to-back postings to look forward to. CFN Ivan Elliot also arrived and set all sorts of strange standards with his scuba and skydiving. We are still trying to work out if he was sober when he ran into the Land Comd in Litchfield Park one weekend and asked if he could skydive out of the Land Comd's Kiowa.

So far CAPT Phil Holmes, Wksp PI Comd, is the only fellow due to leave the workshop at the end of the year. He is off to ADFA as a Divisional Officer and was last seen shaking the moth balls out of his winter woollies.

We eagerly await the new year in which we will see new equipment, new faces, new dependencies and new challenges. It will be an evolution as we emerge as Maint Coy, 1 BASB (Fwd). So to all you RAEME dudes down south, remember that with the exciting way of life up here in the TOP END you'll never, never know if you never, never go!!

### TOWNSVILLE LOGISTIC COMPANY MAINTENANCE PLATOON

*By LT D. T. S. Polich*

**When the dust had settled from the collapse of the old North Queensland Workshop Company in April 1990 a new monster rose from the ashes to fill the vast void it left, Maintenance Platoon, Townsville Logistic Company.**

The powers that be (the same powers that ensure you get a duty on the night the mess has free beer) have placed in command of this proud platoon LT Duncan Polich, who is still believed to be under warranty from the RMC "factory". However at his right hand side is WO2 Phil "Nuggets" Nugent. WO2 Nugent has actually set time aside from his touch football career to follow up his hobby of being the ASM, so we are expecting big things from him.



Front row L-R: Mr P. Scott, Mrs J. Chamberlain, CFN M. O'Rourke, CFN N. Wells, CFN S. Waterson, SGT J. Bruhn, LT E. Verzeletti, CAPT P. Holmes, WO2 D. Langham, SGT A. Baly,  
CPL S. Greenall, CPL D. Whelan, CPL P. Williams (101 Fd Wksp), Mr C. Bull, Mr D. Egan.  
Rear row L-R: CFN P. McLean, CFN G. Hamilton, CFN T. Elliott, CFN J. Donaldson, CPL H. Skinner, CPL M. Ogden, CPL J. Prince, CPL N. Rees, CFN D. Priestler, CFN B. Coward, CPL A. Cordwell, PTE G. Smith, CPL M. Craggs, CPL A. Gavino.  
Absent: SGT L. Collins, CPL G. Johnstone, CPL S. Paul, CPL J. Stewart, CPL M. Weldon, CFN K. Lester.

## UNIT JOTTINGS — CONTINUED

### GE Section

Under the sometimes steady hand of CPL "Jake" Jacobs, GE seems to have a habit of deposing SGTs. With the retirement of SGT Geoff Thomson and the hand of God (redundancy package) touching SGT "Tappets" Francis there will be one SGT less until the next posting cycle. To their credit GE have managed to deal with this cruel blow and had a party to celebrate. With CFN Moorehouse's stories about Marine Maintenance Techniques, CFN Corr's in depth discussions about the varied uses of CLP and CFN Stone preaching the virtues about generators having their oil checked, "Jake" is in good hands. The Welding Bay is about to leap into the '90's when new extraction fans are established. This will make LCPL Lindsay Martin happy since at his age it gets difficult to hold your breath for the whole weld.



WO2 Phil Nugent (left) addressing Maintenance Platoon while CPL Bob Murch and SGT "Tappets" Francis looks on.

### Vehicle Section

The new boy on the block, SGT Geoff Molles heads the largest section in Maintenance Platoon. If only he knew where the troops were at any one time. With six new vehicle bays due to be constructed, this should solve the problems of how the vehicles suddenly appear sideways on the floor. With more Corporals than the MPs, CPLs Robb, Murch, Thomson, Mirfin, Scotman and Chamberlain (now Mr Chamberlain) are all rumoured to be the product of some sick medical experiment. The Craftsmen to keep them busy include CFNs Scott, Moran, Palmer, Jones, Matus, Kimmorley, Noonan, Leeflang and Crane.

### EIR Section

The section rumoured to indulge in deviant behaviour. Upon investigation I found that reputation to be well deserved. When visitors ask "why doesn't this work?" they are swamped with boffin jargon until it is quite obvious that they haven't understood a word that has been said. SGT Anstis is the main perpetrator, ably supported by CPL Symon, CFNs Chapman, Gardner and Potter. It is rumoured in the dark old days that the initiation to the section was to listen to a three day lecture on how the liquid in a compass works. Thank goodness those days of terror are over.

### Farewells

During the last few months two larger than life, bigger than Ben Hur legends have decided to hang up their tool kits for good. CAPT John Fitzsimmons after 28 years in the Army has resigned, leaving for a job with his boat and some fishing gear. WO1 Cliff Stevens must have found an area with better



LT Polich, CFN Jason Gardner and CFN Rod Potter cutting Jason and Rod's 21st Birthday Cake (1/4/93).

opportunity because he has also opted out. After 24 years service Cliff has decided that there are greener pastures with the Department of Transport in Queensland.

SGT Ted Walker served 20 years hard time and will be staying in Townsville. WO1 Kevin Dwyer also opted to lose the plot after 23 years and now works for metal Tech in Townsville.

Staff Sergeant Wally Watkins has also decided to kick for touch after 20 years. Wally has also found a niche in the Department of Transport. Perhaps the ex-union members are taking over that part of the public service.

### Hails

Joining the MAS detachment of Townsville Logistic Company are three highly distinguished gentlemen and their moustaches. WO1 Nichols marched in from 3 BASB (102 Fd Wksp for the oldies) with his partners WO2 Young and WO2 Park. It is not clear whether this Tremendous Trio are Terminator One, Two and Three as yet, though they have certainly shattered some people's blasé attitude about equipment maintenance.

## 3 BASB

### FIELD REPAIR PLATOON

#### "Field Repair Platoon — the jewel in the crown of 3 BASB Field Workshop"

The year has been a hectic one for the Field Workshop and similarly so for Field Repair Platoon (FRP).

With the loss of a quarter of the platoon, and their experience in Somalia for the first half of the year and a heavy turnover of personnel through postings, a relatively inexperienced platoon faced the task of providing 2nd line repair and recovery support to 3 BDE. Several of the new march-in included CPL Doug McKie who marched in from 2 FD SUP and quickly settled in to begin his year in Townsville; and CPL "Blue" Naylor moved up from ??????. On the Recovery side SGT John McKie took over the reins from SGT Kev Chase. CFN Mankey was posted in to replace CFN Rolph, who after doing 18 months OJT in the Unit, and after being groomed for the job from the likes of CPL Seccull and Neil Evans, completed his Basic Recovery Course and was promptly posted to RTC.

Other new arrivals this year included two baby girls. Jessica-Ann to "Blue" Naylor and wife Robyn, and Diana-Lee to CFN Martin and wife Sharon.

WO2 "Just give me a cliff to climb" Phil King went sightseeing in Somalia for the first six months of the year, thus leaving the platoon without an ASM. Hyper-active SGT Bruce Sinclair made a valiant attempt at filling in, however the stress had begun to tell by the Unit IMT exercise. On more than one occasion Bruce Sinclair was seen to conduct clearing patrols inside the perimeter and why he conducted stand-to next to the latrines is anybody's guess. Bruce, does sleepwalking run in your family? With the strain telling he has since moved to Production Control where he was last seen, in his own quiet and subtle way, attempting to make the ASM and Supply redundant.

## UNIT JOTTINGS — CONTINUED

SGT Sinclair was not the only one that ran into stress related problems. CFN Reid (Recovery) had one to many stress relieving ideas one Thursday, although he told the magistrate it was to make up for CPL Seccull and CFN Stewart who were in Somalia at the time. Well it was CPL Seccull's car he was driving at the time. CFN Neal decided that the best way to stop stress was to get out of the Army all together and will be taking discharge at the end of the year.

Phil King returned to the platoon just in time to go on Exercise Eagle Flight II. EFII was a learning experience for the whole platoon, although for some more than others. CFN Mankey discovered that the Minimi needs link to operate correctly. CFN "Box" Williams (Ex Grunt) was TOLD that FRP has not got the capability to conduct special forces operations, after he had told the CO that it could.

The staking of guns and the siting of rifle pits also came under scrutiny. After conformation of FRPs gun arcs late in the day it was a shock to find that CPL Gus Angus (TSP) had dug his rifle pit in the middle of the guns primary task. After digging most of the night no one was willing or stupid enough to ask Gus if he could please move his pit because he might get shot. It was a simpler and safer task of doing a bold adjustment of the arcs of fire of the gun.

EFII also provided one of the more amusing moments of the year when HQ 3 Bde moved location one night. The result was that the next morning while on stand-to, HQ 3 Bde and FRP was separated by less than 20m and were facing out towards each other. This also gave FRP an opportunity to observe at close hand how HQ 3 Bde deployed in the field (enough said).

Overall EFII was a great success with the highlight of the exercise for many being FRPs solo route of the enemy after they had already taken out:

- a. 3 BASB Ready Reaction Platoon,
- b. 3 CER Ready Reaction Force,
- c. 12 x MPs, and
- d. a section from Field Supply Coy.

Individual highlights of the year have been the promotion of Ben Minton to LCPL; the performance of CPL Andy Vogler and CFN "OX" Hanson at AASAM; CFN Wauchope getting married; the developing bond between CFN Robert Brown and CFN Dave Williams; and CFN Nations ability to remain sane and still drive his Combee.

The year has been a good one for FRP and should continue to be. If you are ever in the area come and pay us a visit. We are tucked away between Tpt Sqn and 3 CER. You can't miss us; just look for the compound that has a ring of confidence surrounding it.

### OP Solace — A Metalsmith's View

After some 20 odd days aboard the Tobruk, the contingents only Metalsmith arrived in Mogadishu, soon to grace Baidoa with his presence.

Armed with only a few necessities such as a tool box and the odd power tool or so, CPL Jim Stow set about his mission of supporting the Battalion Group in the Welding, Fabrication, Reglassing, and general metalworking fields. Although he was unable to take any luxury items, such as a welding machine, he was able to make use of equipment from B SQN TST and 1 RAR TST from time to time, along with some gear our

American allies had.

Apart from the more regular type work carried out on any field exercise, there was a diverse variety of other jobs performed by the hot glue gun operator, such as civil works at the aid agencies, the local jail and police station. There was also the construction of a vehicle wash point. All in all it was a very memorable trip with resources kept at a minimum.

### TELS

1993 began in February with a great upheaval. Operation Solace saw the deployment of two of our Radio Mechs — CPL J. Nichols and CFN P. Salter who distinguished themselves and added to the very fine reputation of Tels Section. (God help the Yanks if they ever do a stocktake.)

At present the Tels section leads the workshop in production, backlog, and brew drinking. Firstly we have CPL Mick Cronin, the brew master, TDY from 2/14 QMI pending discharge. His loss will be felt by all. We wish him all the best in civvy street and advise him to wear protection when he sticks his hands down toilets because he is going back to his old track — plumber.

Hopefully he will get retribution — an Army contract.

We swapped CFN Paul Hoy for Mick Cronin and expect to get him back when 2/14 QMI have been fully briefed on Namibia and 21 CONST CPL Darryl Gammon heads the Raven repair side with CFN Matt Brodie as his tail light. All the flashing lights and the twin air conditioners causes them to sometimes act strangely. CFN Brodie has the annoying habit of getting Student of Merit or above average results on courses, something we are trying to fix as it embarrasses the Eleckys and Instrument guys.

This very fine team is coached by SGT Ian Risk and managed by the hyperactive WO2 Steve Ward. The rubber stamp is LT Liesl Kneuker. Our future intentions are to take over the other half of

Instrument section and then Electrical Section because space here is at a premium.

### An Instrument point of View

Change is happening everywhere nowadays! But it still doesn't make it any easier to accept the fact that we now have to share our turf with those radio mechs!

Years of strict quarantine regulations, which kept these humanoid trade viruses safely isolated from the rest of us by keeping them locked in their trucks, were ignored in a spur of the moment decision to allow them co-habitation with their instrument fitter masters. A black day indeed, and one which will live in infamy for all Electronic Ground System Guru's.

Cookie reckons it's my fault.

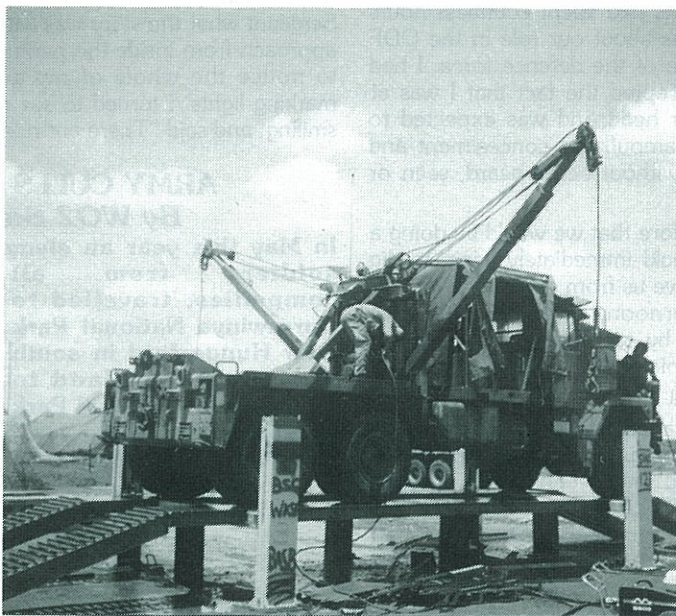
"If I knew this was going to happen I would never have gone to Somalia."

"Bloody Boffins."

I suppose he's right; but in my defence, I was out ranked by the head boff, Wardy. All the rest of us were victims of cunning diversion tactics by the same man. This effectively distracted us from the terrible act which was to follow.

Simon Hurdle was kept preoccupied reading cookie's misdirected magazine subscriptions, doing sub-account spot checks and later stressing out about the fact that exercise dates had been suspiciously extended just past the date his girlfriend was leaving to go overseas.

Craig Rickard was kept busy doing bodgies and extra heaves so he could be the first one to blitz the new BFA. That's when he wasn't busy keeping his tractor and jag running. Lucky that



Wash point constructed by CPL Stow over a 3 day period ably assisted by CPL Pete Chalker, CFN Ford and CFN Gonninan. The Mack Wrecker was used to test load the ramps.

## UNIT JOTTINGS — CONTINUED

most of the parts are interchangeable!

Wal and JJ were either on course, mess duty or doing extras for causing a ruckuss in the lines or trying to look cool for the local chicks and not remembering to keep up their guard. Obviously more training is required.

Anyway by the time we had realised what was going on it was too late and the SIG GENS RF wattmeters and sanitation furnaces had been installed. The grim realisation of what had happened settled silently on the faces of the section, interrupted by the haunting sound of a Duran Duran tape and CPL Cooke's Voice: "I hate to say it Sarge, but, I told you so!"

### Submitted by TSP

On entry to Shoal Water Bay Training Area it was evident that this Tri Service exercise was to be an eye opener for some of the new recruits of the ODF.

I, being one of these new recruits had spent countless hours listening to moral building speeches about our role in the ODF and how we were the cutting edge of the defence force. I had now, through mental collapse, accepted the fact that I was at the pinnacle of the military spear head and was expected to perform near unnatural feats of camouflage, concealment and working twenty-four hours a day without being heard, seen or smelt.

It had come as no surprise therefore that we would be doing a tactical entry into our AO and would immediately begin to dig our pits, which would of course, save us from any enemy threat. We worked through the hot afternoon, everything going as expected, until I was approached by a corporal in my section and was bluntly told I was on gun picket from 1700 until 1900. This was a shear relief from digging.

I picked up my webbing and weapon and staying carefully to the track plan, made my way to the gun pit. I was happy to see it had been completed as I lowered myself behind the machine gun. My first task was to observe the nominated arcs and identify features in my primary and secondary fields of view. At first I was surprised to notice that my secondary arc was filled with friendly's; that being the contingent from the RAAF.

Everything was quiet as I perused my primary arc, now and again catching a glimpse of light being reflected from the direction of the RAAFY'S.

I sat thinking of the enemy approach drill, when I noticed everyone was moving to their pits for stand to. I later knew that the next hour and a half was to change my view on the defence force.

It was official; all noise had stopped and stand to had begun. It was at that point of time that a noise through the thin trees to my right had caught my attention. I stared to see dancing figures



"CPL Stow carrying out a hull repair to a M113 with the aid of CPL Seccull's wrecker."

yelling and occasionally sprinting from side to side. Was this the enemy attacking our RAAF friendly's? I looked harder to clearly focus on the excitement only to realise that it was twenty or so men with no shirts and bright blue pants on, playing grid iron. I was in shock. Just who did they think they were? I pointed this out to the digger who was beside me, who in reply told me to ignore that area and concentrate ahead. I did so, as night began to fall upon us and the sound of football ended. The darkness came quickly and I tried to adjust my vision to suit.

At around 1830 it was dark enough to end stand to and we were awaiting word of this fact. It was to my horror that I heard an extremely loud whistling noise which soon converted to the distinct sound of a BlackHawk warming its engine for take off. I thought to myself that I had no chance of hearing anything so I should sharpen my other senses. In doing this I saw the helicopters dark image begin to rise, and its flashing lights, and finally the huge search light, which blinded me for an instant, as it turned and flew away.

I was glad to see him leave, so that I could get back to my task. It was near the end of my shift and I was eager to ask my Sergeant what the story was with the RAFFY'S. I heard someone approach from inside the perimeter. I looked keen and alert only to notice the whole of my arc was being lit up by air field marking lights. I turned to see my Sergeant standing behind me smiling, and said "There are rules and there is the RAAF".

## ARMY CULLS FERAL ENEMY

By WO2 Bob Mackenzie

In May this year an element from 49RQR, including soldiers from all companies, travelled to Currawinya National Park near Hungerford in south western Queensland to operate with National Park personnel in culling feral animals which had become a problem in the area.

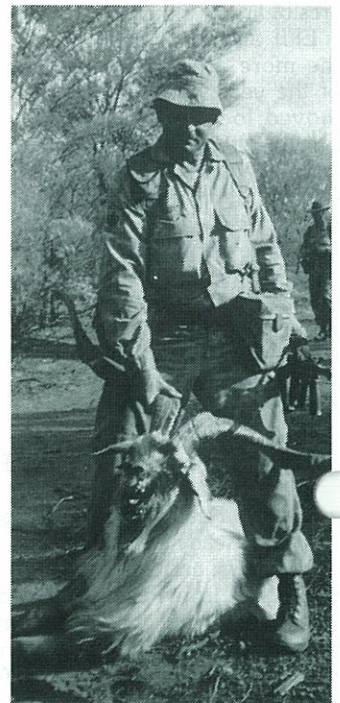
Tech Support members on the trip were the ASM — WO2 Bob MacKenzie, CPL "Tazzie" Otten (since discharged), CPL "Corny" Le Cornu and CFN "Weeds" Weeding.

The exercise was used to practice many infantry skills including patrolling and tracking, navigation, Radio Telephone Procedure, live firing and general command and control procedures. A civilian aircraft flown by an Army pilot was also used to spot the "enemy".

The exercise was tightly controlled due to the nature of the activity (including no beer) but everybody got involved in the patrolling and managed to benefit from it.

Unfortunately, quite a lot of rain fell in the area the week prior to the trip (typically) which allowed the animals to scatter away from permanent watering points. Nevertheless in the five to six days of live firing, around 130 pigs and goats were shot including 35 goats on the last day by the ASM's patrol.

The activity was covered by a television crew and all in all everybody was happy with the outcome.



A Unit MBR with one of the goats shot.

## ACT WKSP PLATOON 92-93

By SGT Cashman

The brave knights and knaves of the ACT Wksp Pl dwell in the Castle of the Tradesman situated in the fairytale like grounds and lands of Duntroon. This in turn is

## UNIT JOTTINGS — CONTINUED

### Surrounded by the State of the ACT or Anarchy.

Knights and knaves are given quests to plan and undertake by the ASM, "Artisan Sword Maker", but he does not give these quests out of the goodness of his heart. These quests come from the King, the OC (Officer Chaos), the well loved person whom provides love and security to his ever thankful peoples.

Alas, if the Officer Chaos had his way the knights and knaves would be off a Questing in far corners of this bountiful land, or ever over the great waters. But that was the story? No, the OC be King of such a small land but out there are bigger Kings called Chaos Officers and those along with their knights set out the quests that the Wksp must undertake and complete.

The normal Bow strings, Chariot wheels and Tins with strings,



Front Row L-R: CPL Hucker, CPL Nicholson, WO2 Beattie, CAPT Dixon, SSGT Creeper, LCPL Macri, CPL Gibson.  
 Second Row: CFN Kubank, CPL Stubbs, CFN Cosherill, SGT Cashman, SGT Turner, SGT Luke, CPL Rush, SGT Fay, CPL Dennington.  
 Back: Mr Bailey, CPL Gaul, CFN Harwood, CFN Petherick, CFN Kemp, CPL Johnson.

all have to be made ready for the war that hopefully never occurs. Guns have to be fixed (I prefer bows myself) and shims and mirrors aligned in computers, so the horses don't get over fed (under yes! never over).

The King of Duntroon places great strength in his belief that a small kingdom of the Wksp can get the job done. All his new guns, bows and chariots are OK (or taskworthy), the pigeons are gone but the raven took their place. The cadets (CRUDS) never, well, hardly ever, venture down this way. Probably a good thing as knights that fix bow strings get a tad excited when CRUDS use bow strings for washing lines etc.

All sorts of quests are sent to the OC for completion. Some such as the ARES holy shovel gave a welcome mirth break to

the tired folk. Others are more demanding and challenging.

The knights and knaves training school sent out a quest for a new shrine. All undertook this prodigious quest, but the best was by two knights of the ACT whom spent many a day at the forge (probably because it was the middle of winter and outside was, to say the least, cold).

The dark clouds of gloom pass over the Kingdom of the ACT Wksp Pl for in the State of Anarchy there are things called Bureaucrats and Public Servants (no I won't mention Politicians) whom have given us the greatest quest yet. OUR JOBS. It is called the tender under the disguise of the CSP or Civet Secret Plot.

The CSP tender has the OC, ASM, knights and knaves searching for the right tender. Questions are asked: number of bow strings used, short, long, flat, big, bow, how many chariot wheels used, fast ones, small ones, big, little, modded and unmodded?

These and many more questions asked and answered (I hope) to the satisfaction of the OC and ASM. The big picture was formed and from the big picture the tender was cut out and stuck together.

The tender sent off to the State of Anarchy, all hold their combined breaths, to see which way the CSP jumps. Is it for the Wksp or against? Only time will tell.

Not all is dark and gloomy. Some of it is just gloomy with a tinge of light. The knights and knaves go about their quests in a knightly and knavely like fashion (scared of the ASM ME-THINKS) and all await the CSP Tender outcome.

ACT Wksp Pl is a small Unit that provides a service to a great many Units. In the time of the disappearing dollar we have to be flexible and resourceful to keep these Units functioning. This is achieved by a group of service personnel dedicated to the job they are given.

If CSP does eventuate, it will be a sad day that sees the closure of the stable doors of the ACT Wksp Pl.



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