

The
**RAEME
CRAFTSMAN**

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



MAY, 1994 NUMBER 30

The RAEME CRAFTSMAN

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

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EDITORIAL

The editing of this issue of The RAEME Craftsman has been done by a new board drawn from the now Bandiana located Directorate Staff. We have found our task extremely difficult because of the high quality, and quantity of articles submitted. Many worthy contributions have unfortunately missed publication.

Because of the wide range of article topics we have decided to refrain from a specific theme and so as not to exclude quality material.

I hope you enjoy reading this issue of the Corps Magazine as much as we have enjoyed putting it together.

**“Arte et Marte”
BRIAN JONES**



FOR NEXT ISSUE

Articles should be sent to:
The Editor
The RAEME Craftsman
DEME-A
MILPO Bandiana
VIC 3694

DEADLINE
7th October, 1994

Please Note: Photos should be coloured if possible, with caption included. Consider generating your articles on computer (W.P.51/AMIPRO). Send us your disc and photos and we'll take it from there.

FRONT COVER PHOTO

The cover shows 173 Gen Spt Sqn effecting an engine change whilst on exercise at Shoalwater Bay, Training Area.

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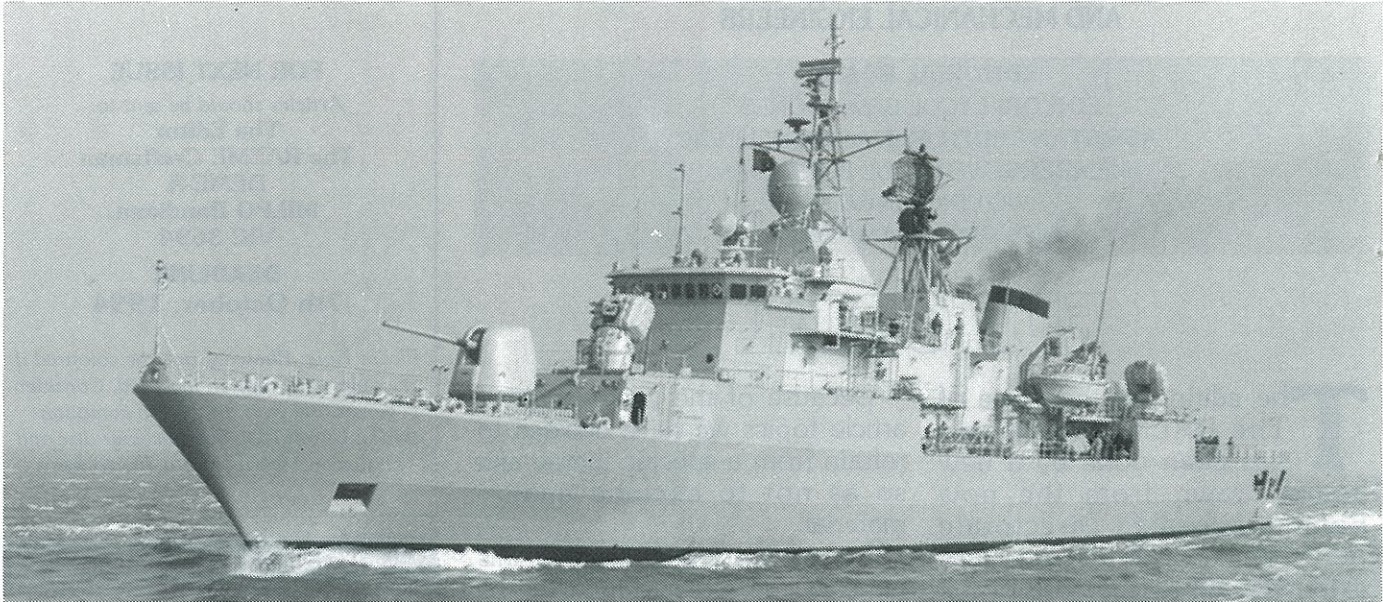
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Colonel R.L.G. Grant

The Director's Message

1994 has started with a new Directorate, a new Director, new staff, and a new location – at Bandiana

However before I comment on what this means to the Corps, my first duty as Director, is to express the thanks of the Corps to Colonel Larry Foley for his long and productive service to the Army, and his commitment and dedication to the Corps. We trust that he enjoys a long and fulfilling retirement with his wife, Margaret, but look forward to him retaining his strong links with the Corps.

The move to Bandiana ushers in a new era for both the Directorate and the Corps. DEME is now in line with most other Directorates who are colocated with their Corps Schools. New opportunities which present themselves include: being deeply involved in changes proposed for the training of tradesmen at both the Army College of TAFE and RAEME Training Centre; providing input to a number of initiatives being considered for the development of the various Logistic Corps Schools in the Bandiana Area; participating in the development of new doctrine which takes into consideration the many changes to logistic support now provided in both Land Command and Logistic Command; and, the preparation and presentation of a significant trade structure and pay case submission to the Defence Force Remuneration Tribunal on behalf of all RAEME trades.

In addition, I am well placed to talk to all students who pass through the Centre and keep them abreast of activities underway in the Corps, while at the same time gaining valuable feedback on the many changes which affect them professionally, personally and in their career development.

With a new ADF Policy Statement imminent, I foresee no slowing down of the change process. In fact, I believe that the current hectic pace will be maintained. By now I guess we have come to terms with the inevitability of change being the only constant and as a Corps, being prepared for further effects of

such initiatives as the Commercial Support Programme (CSP), the current Manpower Required In Uniform (MRU) Study, further developments within the Brigade Administrative Support Battalions and the motorisation of 6 and 11 Brigades and the introduction into service of Chinook, night vision equipment and more RAVEN radios.

I am confident from my recent close involvement with members of the Corps who have been deeply involved in change in recent years, that the advice and guidance you give your Commanding Officers, Officers Commanding, and staff of various headquarters is of the highest professional standard based on an objective assessment of the situation at hand. The quality of our engineering judgment, and the manner in which we provide our maintenance support in all circumstances, is the key to the reputation we develop as a Corps.

We have an enviable reputation for effectiveness, but I also ask you to remember that it is essential to provide not only a timely service to our customers, but we should also be considering ways to increase our productivity. The two requirements are not mutually exclusive and we have seen in the general community many examples of other service industries rising to the occasion not only to the benefit of the customer, but ultimately, the Nation.

Our Corps is part of the larger logistic team, supporting a widely distributed Army, charged with the very important responsibility of enhancing the ADF's operational capability. Our primary focus is on the operational availability of the Army's battlefield weapon systems. I look forward to visiting your units and headquarters and viewing first hand the part you are playing in discharging that critical responsibility contributing to the Army's mission.

WELL DONES

FAREWELL TO COL L.J. FOLEY

The previous Corps Director, COL L J Foley was farewelled from the Army on a parade held at RAEME Training Centre on 5 April 94.

The parade was reviewed by COL M J Burgess (RL) where he presented COL Foley with a memento from the members of the Corps.

That evening COL Foley presented a sword to the RAEME Corps Officers Mess during a 'last supper' attended by a few of his 'disciples'. The following day a tree planting ceremony was held and attended by staff of RAEME Training Centre.

Colonel Lawrence John Foley graduated from the Officer Cadet School, Portsea in December 1961 and was allocated to the then Royal Corps of Australian Electrical and Mechanical Engineers. During his early regimental career he was posted to Workshops, Aviation and Armoured units before instructional duty at RAEME Training Centre in 1967.



COL Foley planting a Flowering Gum and being supervised by the Corps RSM, WO1 G. Penhall

Following active service in South Vietnam in 1968-69, he was posted to the Royal Military College as Officer Commanding Workshop and later as Commander, Corps of Staff Cadets. He attended the Royal Military College of Science UK in 1974 and the Queenscliff Command and Staff College in 1975. After several staff appointments in Army Office he was posted as Commanding Officer 4th Base Workshop Battalion in 1979.

He attended the Joint Services Staff College in 1982 before a Defence Central appointment in Quality Assistance Engineering Policy, Promoted to Colonel in 1984, he has held the appointments of Director Maintenance Operations Policy, Director of Electronic & General Procurement and was

appointed Head of Corps of the Corps of Royal Australian Electrical and Mechanical Engineers in December 1992.

He has been married to Margaret for over 30 years and they have three adult children. From all members of the Corps, we wish to extend our best wishes to COL Larry Foley and his wife Margaret in their new endeavours.

☆ ☆ ☆

REGIMENTAL AWARD - RAEME 1993 226571 WO2 M.J. MCKONE

Warrant Officer Class 2 (WO2) "Marty" McKone was born in Sydney in 1961. He enlisted as an Army Apprentice Vehicle Mechanic on 18 January 1978. He graduated from Balcombe in December 1979 and completed his apprenticeship at 2nd Base Workshop Battalion.

In 1982, Craftsman McKone was posted to The 2nd Cavalry Regiment (2 Cav Regt) and was promoted to Lance Corporal in November 1984. Marty's expertise in and enthusiasm for the M113 family of vehicles saw him posted as a Corporal to The 5/7th Battalion (Mechanised), The Royal Australian Regiment (5/7 RAR). He was promoted to Sergeant in April 1989 whilst still at 5/7 RAR. In September 1989, SGT McKone's expertise was sought at the Army College of TAFE and, whilst so posted, he attended an Artificer Vehicle course on which he was the top student.



COL Foley, shown with his memento, which depicts an Artisan manufacturing leaf springs in a remote French transport workshop during the Great War 1917 - A fitting tribute to COL Foley's dexterity and trade skills. He is sitting in the PMC's chair which he manufactured and presented to the Corps Sergeants Mess some years ago.



WO2 Marty McKone

WELL DONES — CONTINUED

In March 1992, he was posted to Army Office's Directorate of Capital Procurement Melbourne (DCPM-A) Entitlements and Scales Section (Ent & Scales)⁽¹⁾, still requiring Subject 2 for promotion to WO2. He completed his Subject 2 course in July 1992 and was, again, top student on the course. It was for this result Marty has been awarded the 1993 Regimental Award RAEME. He was promoted to WO2 on 27 July 1992.

During his time in Ent & Scales, WO2 McKone has shown his excellent military and regimental skills by being one of the driving forces in DCPM-A's active adventurous training programme. He has qualified as a Unit Adventurous Training Leader and his services have been in demand to assist other units in their activities.

For his excellent performances, WO2 McKone was posted to the 5/7 RAR as the Artificer Sergeant Major. This position is one of the few remaining to which most RAEME tradesmen aspire. With the Army's move to the north and the demands on 5/7 RAR, its equipment and its tradesmen, Marty's technical, military and leadership skills will be challenged to the maximum. His achievements to date indicate he will meet these challenges and provide an excellent role model for the soldiers he leads.

Note: 1. Ent & Scales undertakes the preparation, production and distribution of Repair Parts Scales (RPS), spare parts Buy Lists and Complete Equipment Schedules (CES). The Section is commanded by a RAEME Major and is staffed with a RAEME Captain, 18 RAEME WO and SNCO and 29 civilian technical and administrative service officers. WO2 McKone was responsible for RPS preparation for A and C vehicles.

☆ ☆ ☆

1993 GRES NATIONAL CRAFTSMAN OF THE YEAR

From the time of his enlistment in November 1988, LCPL Altus has proved to be a diligent, hardworking and reliable soldier with 107 Field Workshop located at Warradale Barracks in South Australia.

LCPL Altus completed his trade courses qualifying him as a Recovery Mechanic in early 1990, and since that time has set and maintained very high standards.

His dedication and high level of commitment has not only been confined to his recovery trade, but has been displayed throughout all of his military career in all activities he has



COL J W Wilson presenting LCPL Altus with the GRES National Craftsman of the year award for 1993

undertaken, thus making LCPL Altus an extremely invaluable member of 107 Fd Wksp and a worthy recipient of this award.

When not parading with the Army Reserves, LCPL Altus is employed as a hardware specialist, and in his spare time is a keen pistol shooter and motor vehicle enthusiast.

☆ ☆ ☆

1993 ARA NATIONAL CRAFTSMAN OF THE YEAR

CFN McDonald's recent award was fitting for his dedication and commitment throughout the year. CFN McDonald is a Marine Fitter, posted to Army Spt Unit Darwin as Craft Engineer on one of the units two LCM 8's. The landing craft operate for extended periods in remote areas providing logistic support to units in the top end. CFN McDonald's outstanding trade ability undoubtedly contributed to his award, with two prominent examples highlighting his skills.

Firstly Local Defence Contractors recently recognised his ability during the last annual slipping of LCM 8 1063 when both twin power packs were removed and overhauled at Detroit Diesel in Darwin. Whilst working there he was required to design and manufacture a heavy duty transmission coupling, for the power packs to be load tested on the Company's Dynamometer.

The task was accomplished to such a high standard that it brought comment from the manager of the workshop and tradesmen who had no hesitation in using the coupling.

The second example of CFN McDonald's skills was in conceiving, researching and designing of a solar auxiliary power unit for use on Army watercraft. He is a competent tradesman who has brought credit on his unit, Corps and the Army.



CFN McDonald

☆ ☆ ☆

1994 AUSTRALIA DAY HONOURS AWARD CONSPICUOUS SERVICE CROSS WO2 WAYNE LUCK

Warrant Officer Class Two Wayne Joseph Luck enlisted into the Australian Regular Army in October 1974 and after completing recruit training was trained as a gunner with the Royal Australian Artillery. In December 1979 he transferred to the Corps of Royal Australian Electrical and Mechanical Engineers and trained as a Recovery Mechanic. He has served in Papua New Guinea, Germany and a variety of Training and Land Command appointments. His current appointment is Warrant Officer Class Two Recovery Mechanic, 6th Brigade Administrative Support Battalion.

Warrant Officer Class Two Wayne Luck was awarded the Conspicuous Service Cross on Australia Day 1994. He received the award for conspicuous service as the Platoon Commander of the 106 Field Workshop (now 106 Workshop Company) Recovery Platoon. As the platoon commander of the Recovery platoon, Warrant Officer Luck has directly and significantly improved the trade standards soldier and leadership skills of his subordinates. In the absence of a Officer Commanding in the later half of 1991 Warrant Officer Luck took on the additional

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WELL DONES — CONTINUED

and concurrent appointments of the unit Operations and Training Officer. Warrant Officer Luck took on this further role through even greater commitment of his personal time. His approach was always professional and again showed his ability and dedication to duty.

Throughout the duration of his posting, Warrant Officer Luck had developed and maintained a strong commitment to the civil community. He has served as the President of the Parents and Citizens Association at his local school contributing to the development of new progress programmes for the school and motivating the Association to the benefit of the School. He is



WO2 Wayne Luck — 1994 Australia Day Honours recipient of the Conspicuous Service Cross (CSC)

also currently the Secretary of the Unit Occupational Health and Safety Committee.

Warrant Officer Luck has significantly contributed to the development of the recovery operations and training functions within the unit/company. His commitment to all the tasks has seen him work long hours with efforts well beyond the call of duty.

☆ ☆ ☆

RAEME PUCKA PERSONNEL RATE HIGHLY AMONGST THE 93-94 AWARDS

LT. J.G. Hawkins — Peter Jennings Award
 WO1 J.J. Tierney — Conspicuous Service Medal
 SGT. C.C. Whant — GOC Logistic Command Commendation
 CFN M.C. Williams — Soldiers Medallion for Exemplary Service

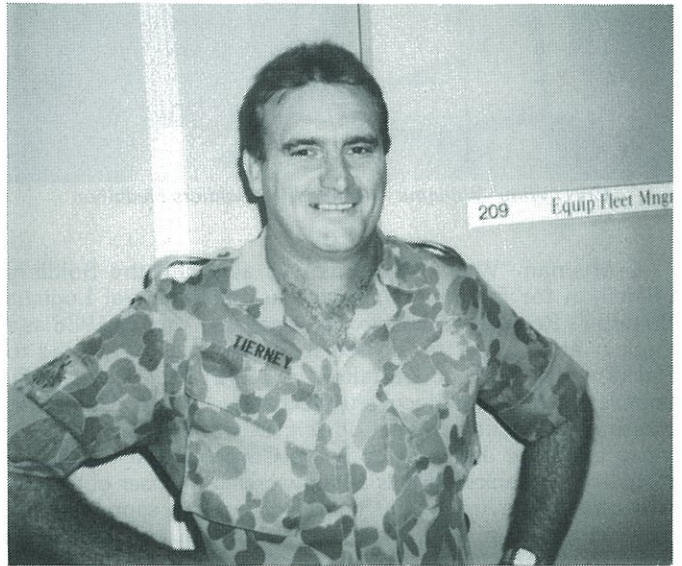
The highly coveted Peter Jennings Award was presented to LT Jon Hawkins for outstanding results in achieving "Student of Merit" on both the 2/93 DEOC and the 1/93 ROBC. Born in Ireland in 1968 his family settled in Perth in 1987 where he completed his Engineering Degree. He joined the Army and was posted to Puckapunyal Logistic Battalion in 1991 where he served as a workshop Platoon Commander gaining experience in all facets of the trades. LT Hawkins' sense of humour and strong style of leadership will be sorely missed within the Battalion and we wish him well with his new appointments as OPSO Base Sqn and OC Tech Tp Norforce.

Warrant Officer Class One Jeff Tierney was the recipient of the Conspicuous Service Medal in the recent Australia Day Honours. He was recognised for his tireless efforts in breaking new ground in Logistic Battalion Finance, Fleet Management and also launching the Cyclic Tracking Program. His efforts have directly attributed to the success of the unit in providing better service to user units by bringing equipment back on line faster than ever before. Warrant Officer Class One Tierney's efforts were acknowledged by the GOC Logistic Command when he authorised implementation of the Cyclic Tracking program within Logistic Units Australia wide.

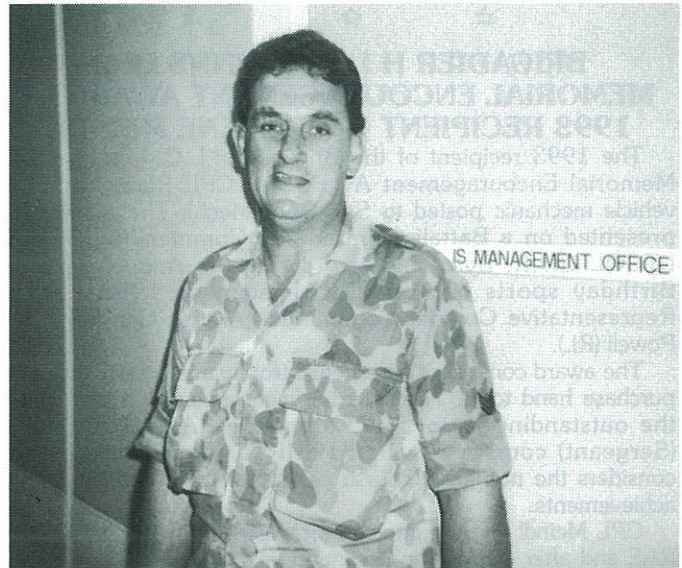
Sergeant Chris Whant was awarded the GOC Logistic Command Commendation for outstanding service in the communication information development within Puckapunyal



LT Hawkins — Recipient of the "Peter Jennings Award"



WO1 Jeff Tierney — Awarded the Conspicuous Service Medal



SGT Chris Whant — Recipient of the GOC Log Comd Commendation

WELL DONES — CONTINUED

Logistic Battalion. Sergeant Whant marched into Puckapunyal Logistic Battalion as the EME OPS PROD SGT in 1989. With the onset of computerisation across the board Sergeant Whant's duties soon broadened into the units Communications Information Systems Adviser. Having successfully completed the Austel Cabling Course last year he is now licensed to carry out technical tasks within the unit that previously had to be contracted out. This course coupled with his Army computing background formed a solid springboard for his start in the civilian workforce after 20 years service. Chris begins as the Information systems manager at Puckapunyal Logistic Battalion in March.



CFN "Willy" Williams — awarded the Soldiers Medallion

Craftsman "Willy" Williams was awarded the Soldiers Medallion for Exemplary Service as Puckapunyal Logistic Battalion's Recovery Mechanic. He joined the Army in 1988 as a Gunner and Corps transferred to RAEME, being posted to Puckapunyal Logistic Battalion in 1992 after successfully completing his basic Recovery Mechanics Course. During his posting at Puckapunyal Logistic Battalion he has been performing the duties of both the Corporal and Craftsman Recovery mechanics. Willy is a hard working member of the unit who often works up to 100 hours per week in support of the Southern Region. He has aided the civilian community on numerous occasions, the most recent was his extensive involvement in the DACC Flood Relief in Central and Northern Victoria.

☆ ☆ ☆

BRIGADIER H L C MARTINS OBE MEMORIAL ENCOURAGEMENT AWARD — 1993 RECIPIENT — CPL RENE MEINDL

The 1993 recipient of the Brigadier H.L.C. Martins OBE Memorial Encouragement Award was CPL Rene Meindl a vehicle mechanic posted to 5/7 RAR (Mech). The award was presented on a Battalion parade by Commanding Officer LTCOL G.J.R. Byles and also during the Annual RAEME Birthday sports day on 27th November 1993 by the Representative Colonel Commandant Major General A.D. Powell (RL).

The award consists of a perpetual trophy and a cash award to purchase hand tools. The award is made annually to recognise the outstanding junior NCO attending RAEME Subject 4 (Sergeant) courses conducted at RTC. A selection panel considers the nominees course performance as well as career achievements.

CPL Meindl enlisted into the army on 19 August 1980 into RAE and after completing basic and field engineer training was posted to 17 Const Sqn. CPL Meindl was promoted to LCPL in

November 1983 and CPL in December 1984 whilst posted to 17 Const Sqn.

CPL Meindl was posted to 1 RTB as an instructor until commencement of the 2/87 Adult Trades (Mechanic vehicle) course. At the completion of the course he was awarded the



CPL R. Meindl

Hume Permanent Building Society Award for student of merit.

CPL Meindl was posted to 5/7 RAR (Mech) on 4th November 1988 and in 1989 was again promoted to the rank of CPL. He has been awarded the Distinguished Shooters Award from the Army Shooters Association as well as Student of Merit for 3/93 Subject 4 (SGT) course.

Rene has been a very active member of the Australian Defence Force Sailing Association (ADFSA). During the 1993 National Regatta he was the skipper of the winning yacht in its division and a crew member of the 1993/94 ADFSA entry into the Sydney to Hobart Yacht race. He has been the captain/coach of the Battalion touch rugby team for several years and this year successfully coached the team into the grand finals.

CPL Meindl has always displayed enthusiasm and commitment to his trade and military work. The presentation of the Brigadier H.L.C. Martins OBE Memorial Encouragement Award to CPL Meindl recognises his achievements and provides encouragement to us all

☆ ☆ ☆

TASMANIA CRAFTSMAN OF THE YEAR 1993 — LCPL MARTIN GUINAN

LCPL Guinan's excellent standard of both military and technical efficiency has gained him the recognition of the Tasmania Craftsman of the Year 1993.



Commanding Officer Major Greg Nightingale presenting LCPL Guinan with his 1993 Craftsman of the Year Certificate

WELL DONES — CONTINUED

LCPL Guinan has worked diligently within the 44th Tpt Sqn Wksp, displaying a high standard of initiative and proficiency.

☆ ☆ ☆

Bendigo's Mayor has passed on his childhood lessons

THE FATHER OF THE CITY

Bendigo's first citizen, Mayor John Balsillie, knows what it is to be a father.

He has five children; four grown-up sons and one student daughter.

"I'm very proud of all my children," said John.

"They have all been brought up with an appreciation of parents and elders.

"It's a sad reflection on our modern society to realise the plight of many of our young folk, many of whom are left to fend for themselves because of broken parent relationships.

"The youth of today are just the same as the children of my juvenile era, but over the years radical changes in society have occurred and lifestyles from youth to adult has taken a different



COL R.L.G. Grant presenting WO1 "Howie" Thompson with his Recognition of Service Certificate at HQ Log Comd

sister have all served in either the Australian, British or Canadian Army.

WO1 Thompson enlisted as an apprentice vehicle mechanic in 1956 at Army Apprentice School, Balcombe, in Victoria.

During his 38 years service, WO1 Thompson has been posted to Moorebank, Casula, Ashgrove, Wacol, Carbarlah, Bulimba, Amberley, and Papua New Guinea to name a few.

He lists his highlights as working with units operating land, sea and air equipment; being ASM of various units, including an overseas unit on operations; and being an Artificer in two trades, vehicle and aircraft.

Also a personal highlight was having his uncle, himself and his father in the same location at the same time - Ashgrove - and his father as his OC.

☆ ☆ ☆

CIVILIAN STAFF EXCEL AT MEA

After recent cuts in military staffing, even more pressure has been placed upon the many civilian members of MEA. Not surprisingly, they have proven more than capable of taking up the challenge. This has been demonstrated by members of the Quality and Technical Services Group (QTS Gp), in dealing with acute staff shortages.

In July 1993 Mr Paul Copeland, the MEA Chief Draftsman, volunteered to act as the Publications Section Manager. This is an extremely demanding task which is without financial reward because the position is still in the process of being established. Staff shortages, inadequate equipment and facilities, and increasing demands from users have all placed unfair and unforeseen pressures on Paul. His work has been, and continues to be, of lasting benefit to MEA. Paul is also to be congratulated on his recent retirement from the Army Reserve after 36 years of service.

The distribution staff work as part of the Publications Section, and are responsible for sorting, collating, addressing and then dispatch of thousands of publications each year. With little guidance and in far from satisfactory facilities, Mr Dick Hollis (recently retired) and Mr John Nagler have kept the system operating effectively. Without their dedication and the attention to detail the service to MEA's customers could not have continued. John's experience and insight will be invaluable as MEA streamlines and improves its publishing system over the next two years.

Katrina Noble is the manager of the MEA Information Systems (IS) Section, and has the unenviable task of keeping the current antiquated and inadequate computer systems operating. With the dedicated help of staff borrowed ad-hoc from other parts of MEA, she has had to respond to internal (MEA)

☆ ☆ ☆

ARTIFICER'S CAREER ENDS

It was the end of an era stretching back to the Boer War when a soldier with 38 years service left the Army recently.

With the departure of WO1 "Howie" Thompson, HQ Log Comd, a link with the Thompson family and the army starting with the Boer War has been severed.

WO1 Thompson's father, grandfather, uncles, cousins and



Well done to Major Jack Balsillie MBL (RL) who is now Mayor John Balsillie, the first citizen of the city of Bendigo. He is pictured with his wife Greta and their children (from left) Ian 31, Andrew 36, Fiona 15, Neil 28, and Stuart 21.

(Photo: Bendigo Advertiser)

path to the one I trudged along.

"As a father, and in conjunction with my wife, we were always there to help and advise our children whenever and wherever.

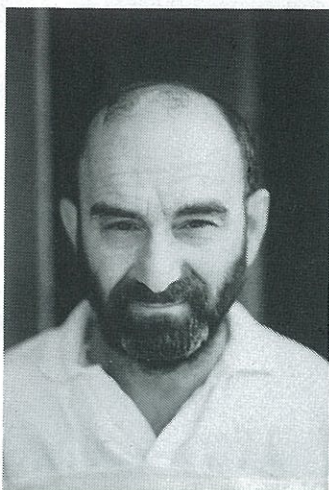
"There was a strong element of love and truth in all our dealings.

"I feel very sad at the number of children out of work, and to this end the Central Victorian Training Company at Long Gully Primary School is doing its best to counteract this appalling situation.

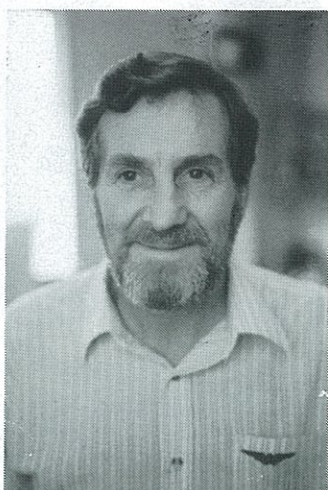
"As Mayor of this beautiful city of Bendigo, and through council, I will do everything in my power to lessen the plight of all who have fallen on hard times.

"As a father, I appreciate the values that my own father passed onto me and which I, in turn, passed onto my children and which continues to hold them in good stead as they go about their daily lives."

WELL DONES — CONTINUED



Mr John Nagler



Mr Dick Hollis

customers whose demands have grown exponentially. As the new MEA computer system (MEACS) is installed, her technical and management skills are being further tested, and will be essential to the success of the new system.

Mr Ted Ryan left MEA's Test Equipment Section in 1993 to assist with Project MEACS, and has since taken over as the MEA Project Manager. Through a series of greater and lesser problems, Ted has progressed Phase 1 to the point of implementation, and has commenced planning for Phase 2. Ted has excelled in a role which is very different from his previous experience, and he deserves a special "Well Done" from MEA.

The examples above identify only a few of the many dedicated civilian staff working within MEA. All are essential to MEA's mission, and their performances have set standards we should all emulate. When it comes down to real business, MEA's QTS Gp could not function without the expertise, dedication and downright excellence of all of its civilian staff.



WORKSHOP OFF TO NATIONALS

On the 30 March 94 the 16th Air Defence Workshop participated in the Central Region Tug of War competition.

The competition consisted of teams from South Australia competing for selection in the Australian National Tug of War competition to be held at Coolum in Queensland on the 7 May 94. The longest end was 1 minute 47 seconds contested by Workshops and 16th Air Defence Regiment. The shortest end was an incredible 14 seconds in which Workshops literally pulled ALB out of the ground.

The placings for the day were as follows:

1st Workshops — 16th Air Defence Regiment
2nd Adelaide Logistic Battalion, and
3rd 16th Air Defence Regimental teams.



'16 AD Regt Winners of the Central Region TUG-O-WAR Competition'. From Left to Right:
Front: LT (Ted) McDonnell; CFN (GURU) Guerin; CPL (H) Hawkesworth; SGT (FJ) Ford; Rear: LCPL (MACCA) McDonald; CFN (STEADY) Stead; SGT (BUZZARD) McKenzie [Caller/Coach]; LCPL (CLIFF) Baker; CPL (JJ) Moloney.



MR ROBERT LYALL

An ex Major of the Corps of RAEME turned 80 on 6th February 94 and was honoured by two members of the Corps from RAEME Training Centre.

Mr Robert Lyall of Bright joined the CMF in 1935 and was a volunteer in 1941 to join the regular army in the Corps of Artillery, Mr Lyall had served with that Corps in the Middle East as a Tiffy and with the birth of the RAEME Corps in 1942 was transferred to that Corps. Mr Lyall served in Colombo and New Guinea with RAEME until the end of the war.

Mr Lyall had numerous postings during his career but most notable as the Company Sergeant Major of Electrical Wing at RAEME Training Centre, Mr Lyall attained the rank of Warrant Officer Class One whilst at RAEME Training Centre and then gained his commission after completing an Admin and Tech course.

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WELL DONES — CONTINUED



LT S. Ireland and WO1 G. Penhall the Corps RSM are pictured presenting Mr Lyall with a RTC Unit plaque and Craftsman Magazines

Mr Lyall retired in 1970 from RAEME Training Centre as Major after a career spanning some 35 years. On retirement Mr Lyall and his wife Nancy moved to Abbotsford where he worked with the Salvation Army and then later moved as Caretaker of the Omeo Caravan Park, Mr Lyall now resides with his wife and family in Bright.



EASTERN COMMAND ARA RAEME CFN OF THE YEAR — LCPL JOHN MAHONY

The winner of the ARA RAEME CFN award for 1993 was LCPL John Mahony from the School of Artillery.

John was posted to the School from Brisbane Logistic Group in Jan 93 as a CFN Fitter Armament. Soon after his posting it became apparent that the SGT Fitter Armament posn at the School would not be filled until 94 and so the running of the GE sect fell on the then CFN Mahony. John found himself responsible for 11 guns, approx 200 small arms, numerous generators and all the other types of equipment to be found in a unit the size of the School of Artillery.



LCPL John Mahony

In all aspects CFN Mahony excelled. He was promoted to LCPL on 11 August 93 by the CO/CI of the School, LTCOL T. McKenna, for his efforts both to repair and to the continual improving of his work environment.

LCPL Mahony received his award for CFN of the year from MAJ GEN A.D. Powell during the Eastern Region RAEME birthday celebrations.

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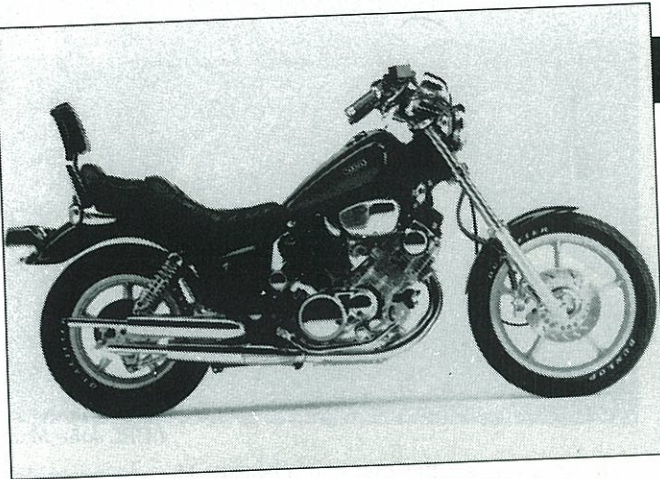
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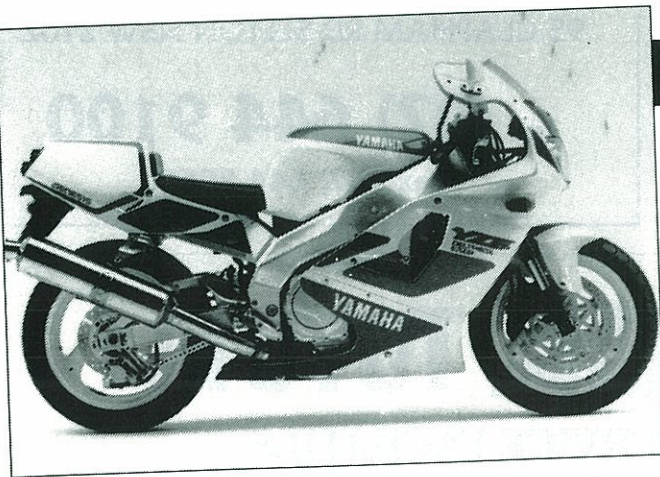
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173rd STRIKES AGAIN

by CFN DUNN

At the end of the tarmac at Oakey Airfield lies the 173rd Surveillance Squadron Technical and Administrative Support Group. That basically means that the boys with the Nomads are still doing well and still showing up the rest of the 1st Aviation Regiment.



Above: The most knowledgeable Nomad fixers in the land

Right: Nomad scheduled servicing in the wilderness



After a gruelling Griffin '94, we shone not in sports, not in IMTs and not even in the skits. But we did shine in the zapping of other squadrons aircraft. The re-emergence after a long stint in disciplinary exile of the "flying turd" brought many a stirring to ex-173 persons. Much to the disgust of several SSMs, OCs and a CO, we at the workshop are still pointing at each other trying to determine who sprayed the winged turds.

On a more serious side we did quite well at Griffin. We might not be the best infantry platoon (I think that's what it's called) but our serviceability made us the best squadron by far. If we added up all the cargo we carried from Oakey and Townsville to Shoalwater Bay we would have half a Kiowa and a couple of Iroquois. And despite the fact that Nomads cannot hover, we picked up their tasking, showing why Nomad is a vital asset in the Defence Force even if it is only to keep the "Belle Tonka Toy" and the "Huey Dinosaurous" flying.

Other exercises to which we've given instrumental support in the past 12 months include Unmanned Aerial Vehicles trials, (thank God tradies don't fly), Horizontal Pursuit (a cold, wet Nomad servicing experience in the open beside an empty hanger at Kingaroy) and numerous other rockshows you have been on where out of the blue over cruises a Nomad on "all-trade autopilot" on another death-defying, life-on-the-line-type mission. As well as these 173 did exceptionally well at ARTEP (the COs assessment of his squadron's troop deployment capabilities), where trade knowledge from Craftie to Sgt level was well demonstrated.

The biggest proving day for the workshop came on Surge Day a day when the CO wanted all his aircraft in the air at the same time. 173 flew all the Nomads in formation over the tower, and it has to be said; over 171's multiple dead Hueys. By all reports the rest of the Regiment could not add up all its percentages and hope to reach the 173rd's big 100%. There

were not too many knockers of the ungainly Nomad that day.

I must say that despite gaining a complicated and official sounding name, we have lost a number of long serving and legendary figures from the workshop whilst gaining a lot of promising inexperience. Even so, the future looks rosy for 173. Among other things, the arrival of the N24 Nomads - the sleeker, faster, longer white ones and the permanent troop deployment with the 161

Feral Cats will all add interest and ensure not a dull day will pass.

So with the rumour of a day off thickly in the air I bid you farewell from the 173rd and leave you with our impressive list of postings out and in.

LOST	WHERE	GAINED
CAPT McWatters 7 yrs	TASS	LT Freeman
SGT Drosdeck 4 yrs	Art Cse	SGT Bainbridge
SGT Thomas 5 yrs	OLB	CPL Brunt
CPL Conca 3 yrs	RAMS	CPL Digweed
CPL Green 4 yrs	OLB	CPL Duffill
CPL Kimber 9 yrs	discharge	CPL Walsh
CPL McPherson 11 yrs	ALM sqn	CFN Bennet
CPL Robarts 5 yrs	OLB	CFN Hartshorne
CPL Roe 5 yrs	2 Fd LB	CFN Jiggins
CPL Taylor 4 yrs	OLB	CFN Reid
CPL Towel 4 yrs	171	CFN Richter
CPL Turner 3 yrs	OLB	CFN Watson
LCPL Gibbs 7 yrs	OLB	CFN Webster
LCPL Hopwood 9 yrs	OLB	CFN Wilson
CFN Federoff 3 yrs	OLB	
CFN Gates 3 yrs	discharge	

The Story of EMEFIX

by LT COL R.D. MANLEY (RL)

Being an old retired RAEME soldier, it is always pleasing to read articles in the RAEME Craftsman which quote long-standing, familiar words such as "EMEFIX". I refer to Issue No 27 of November 1992, and the articles entitled: "EMEFIX 2010" by Capt. James T Kirk; and the contribution from 5th Aviation Regiment Workshop "BLACKHAWK EMEFIX"

As it is now thirty years since EMEFIX was first coined and used by RAEME, it could be said that it has become firmly, dare one say permanently, enshrined in our lexicon; particularly as Captain Kirk has foretold its usage well into the 21st Century. EMEFIX has certainly survived the test of time; and who knows how many painstaking rewrites of RAEME doctrine along the way?

After enjoying the articles mentioned, it occurred to me that some of our younger craftsmen might like to know the events surrounding the origin of EMEFIX; to fill in as it were for posterity, a part of our lexical history.

To begin with, the first use of EMEFIX, which of course is the prefix always used in a Repair and Recovery Request, was by the RAEME units of 1st Division, back in 1963. In those days, 1st Division was based on the Pentropic organisation, which had five large infantry battalions (each battalion had a strength of 1400 personnel) and a generous slice of equipment heavy, supporting arms and services.

To command RAEME units, there was a HQ CRAEME 1st Division. This small (in terms of posted strength) Headquarters, was commanded by LT COL J C DEAN, a distinguished RAEME officer, who later became our Head of Corps, or DEME as then titled (30/12/69 - 31/7/75).

In 1963, HQ 1st Division was located at Moore Park Barracks, Sydney. In the middle 1980s, the Barracks were demolished and the area is now part of the Sydney Football Stadium. HQ CRAEME 1st Division, was accommodated in the eastern drill hall of the Barracks. This building was strategically located near the side entrance to the Sydney Cricket Ground. As such, it was relatively easy to slip away and attend the odd test match, but otherwise the accommodation had little to recommend it.

Being the Adjutant of HQ CRAEME, it became my lot to produce the first Standing Operating Procedures (SOPs) for HQ CRAEME. This document was written in several parts containing operational, administrative, and technical procedures. It was issued under the authority of LT COL DEAN, CRAEME 1 Div, and applied to all RAEME units of the Division.

During the preparation of the SOPs, we had observed from divisional CPXs etc., that Repair and Recovery Requests were invariably misdirected by the divisional administrative signals net; even being confused with medical casualty traffic! So to prevent this, we appreciated the need to invent a unique identification to be used at the beginning of the Repair and Recovery Request. However, for some time the right word was not readily apparent to us. We needed inspiration from on high to provide an appropriate word with unmistakable RAEME connection.

The Division was fortunate to have at the time a thoroughly professional and energetic Brigadier as its Deputy Commander. This officer in later years attained the most senior appointment in the Australian Defence Force. In point of fact, the Brigadier was more than a Deputy Commander, he ran the Division! However, his Humber staff car, for which he displayed great pride and affection, was prone to mechanical distemper. This was compounded by a shortage of readily available repair parts for the "beast", which kept it off the road at the most inconvenient times for the Brigadier.

Unfortunately, on one such occasion, I was the only officer present at HQ CRAEME, when I was confronted by a somewhat

irate Brigadier, demanding his staff car be fixed! When we checked and found the vehicle was awaiting the required part from the civilian system and procurement would be delayed, the Brigadier expostulated... "You're EME, fix it!" In a flash, I realised that the word we had long sought was couched in the Brigadier's immortal sentence — "EMEFIX"!

The word EMEFIX was duly written into the draft HQ CRAEME 1 Div SOPs, and subsequently approved by Colonel Dean, for general usage in written and voice radio messages for repair and recovery. It was first used to good effect on Exercise SKY HIGH, a major field force counter-insurgency exercise, conducted in the Mount Gaspers forest area near Singleton, New South Wales. SKY HIGH, which ran for some 18 days in November 1963, produced many simulated, but also several real EMEFIX situations, because of the rugged mountainous nature of the exercise area. There were 9000 troops involved, together with hundreds of vehicles and major equipments. The formation exercised was 1st Task Force, which comprised the IRAR (Pentropic) Battle Group. Exercise SKY HIGH was of historical significance to the Army, because it tested the foundation of the doctrine used by the 1st Australian Task Force, when it was deployed to Vietnam less than three years later in 1966. The exercise had been devised, planned and conducted by the aforementioned distinguished Brigadier.

However, although he may have noted the many transmissions of EMEFIX during the Exercise, I feel sure that, to this day, he is blissfully unaware of his contribution to the lexicography of the Corps of RAEME. (*Editors Note: Or to that of our sister Corps in ABCA and NZ Armies.*)

VALE Mr Jack Straw

Mr Jack Straw passed away suddenly on 28 January 1994, after a short illness. He will be remembered as a man of great integrity, whose contribution to the military has spanned almost 50 years. Jack enlisted in the British Army in January 1947 and took discharge in February 1975. On 10 May 1975 Jack took up the position of Technical Instructor, at Vehicle Wing, RAEME Training Centre, a position he held until February 1993. A man of such character who has contributed so much to both military and civilian life, will be sorely missed.

VALE Mr Joe Marmont

It is with regret that we pass on the extremely sad news of the passing of the President of the RAEME Association of NSW, Mr Joe Marmont on the 24 March 1994.

Joe will always be remembered as a man who gave of himself and worked tirelessly for the NSW Association.

The Director and members of the Corps of RAEME wish to extend to his wife Della and family deepest sympathy.

The Unknown Soldier

by Colonel L.S. FOLEY (RL)

I doubt that any of the 20000 people who watched the ceremony of the entombment of the Unknown Soldier at the War Memorial in Canberra on the 11th hour of the 11th day of the 11th month this year were not deeply moved by the sights and sounds of the occasion. His draped coffin on the gun carriage, his Light Horse escort, the hundreds of military association Corps and Unit Banners that followed him up Anzac Parade, the muffled drums, the bugle calls and finally, his burial deep in the Hall of Remembrance. It was a unique ceremony and one I will long remember.

Amongst the many hundreds of spectators standing on the red stones at the top of Anzac Parade were two senior men and their ladies who, like all of us present, were at times lost to the

were two mates, Mr Reg Cox and Mr Phil Cook who had joined the Army at the start of the Second World War, who had transferred to AEME at the time of its creation and who, more than 50 years later, are still very much members of the Corps. I have on a number of farewell speech occasions said that once a member of this Corps of ours, always a member. You never really leave it even after retirement – you simply stop getting full time pay.

These two men, proud of their lifelong association with the Corps demonstrate a level of Corps loyalty which stands as an example to us all. On behalf of their Corps, my thanks to them and their ladies; may they enjoy health and happiness for many years to come.

(OLD)



UX79035
PTE R. Cox

UX79514
PTE P. Cook

c.1942

emotion of the occasion. I could not fail to notice them because they were emblazoned with RAEME insignia – hats, blazers, ties, lapel badges and bags. As the crowd began to drift away at the end of the ceremony, I politely enquired as to which Corps they may have belonged? Both men roared with laughter and after introductions, we chatted about times past and present; of the Corps characters they had known; about what a splendid ceremony we had just seen; and what the Unknown Soldier might have thought about having Admirals, Generals and Air Marshalls as pall bearers and being laid to rest by no less than six Warrant Officers Class One!

I walked away from this encounter feeling very pleased. Here

(NEW)



Mr Phil Cook

Mr Reg Cox

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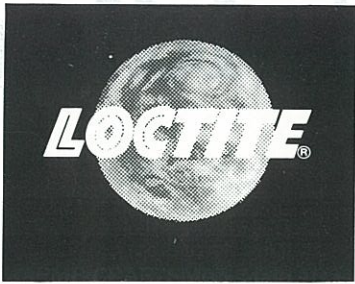
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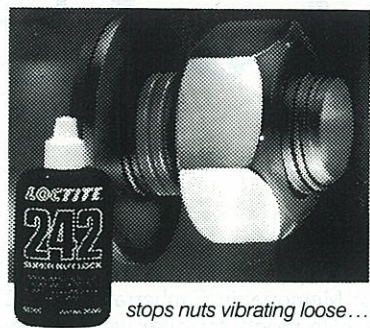
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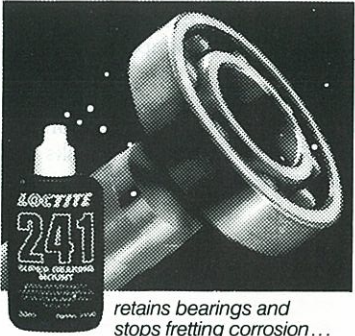
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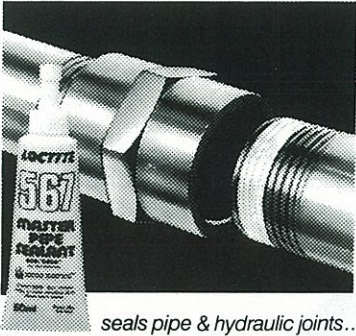
locks and seals screws...



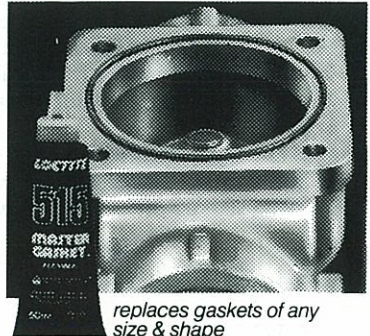
stops nuts vibrating loose...



retains bearings and stops fretting corrosion...



seals pipe & hydraulic joints...

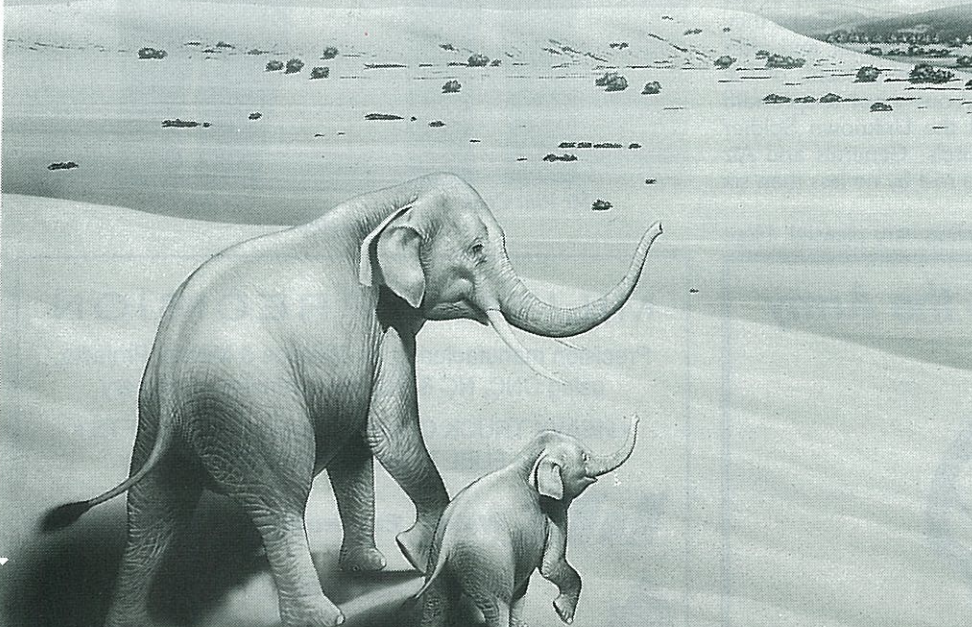


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Directorate of Army Aircraft Projects — AIR FORCE

by CAPT O.J. ROGERS

Currently the Directorate of Army Aircraft Projects (DAAP) has plenty of work on its plate.

The mission of DAAP is to provide effective and efficient project management support for the procurement and introduction into service of Army aircraft and associated equipment. In day to day terms this sees the Directorate's Canberra based staff of nine personnel deeply involved in a number of projects (we have other staff in Canada, the USA, South Australia and Victoria). The staff includes:

COL Ross Grant, RAEME, the Director (on posting as Director of EME Jan 94)

COL Bob Walford, AAAvn (replaces COL Grant as Director)

LTCOL Greg Monteith, AAAvn, Nomad Project Manager

LTCOL Mal Motum, RAEME (posting as CO Oakey Wksp Bn)

LTCOL Bruce Whiting, RAEME (replaces LTCOL Motum as the Chinook Project Manager)

WGCDR Noel Mara (outposted to PM(A)-AF)

WGCDR Mike Halse (replaces WGCDR Mara as the ILS Manager)

MAJ Rocky Hoare, RAEME, SAMT Project Manager

SQNLDR Glynn Korrel, SAMT/Simulator Systems Engineer

CAPT Roy Rogers, RAEME Black Hawk/Chinook Project Engineer

Mr Graeme Cadwallader, Business and Finance Manager

Mrs Sue Hillier, Project Administration.

Project Air 5046 - Black Hawk Helicopter

The procurement and introduction into service of 39 Black Hawk helicopters is nearing completion and that part of the project will be closed in early 1994. Some outstanding responsibilities will remain with DAAP for a time. The aircraft are considered to be in-service and are largely being managed by Army Aircraft Logistics Management Squadron (ARMYLM SQN), part of Logistics Command - Air Force.

Simulated Aircraft Maintenance Trainers (SAMT)

As part of the Black Hawk Project the ADF has contracted the Canadian Commercial Corporation to build several simulated aircraft maintenance trainers - one for the RAN and two for Army - for Seahawk and Black Hawk respectively. These sophisticated training aids will be delivered to their respective training schools at Oakey and Nowra by July 1994. With delivery of the SAMTs the ADF will have an enhanced capacity to train its air and ground crews in the maintenance and diagnostic techniques of complex flight control and avionics systems.

Phase 3C - Black Hawk Simulator

This unapproved phase of the Black Hawk Project is scheduled for Year of Decision in FY94/95. Army has endorsed the acquisition of one simulator, and higher Committee consideration is expected in early 1994.

Project Air 6007 - CH-47D Chinook

This project, to re-introduce a Medium Lift Helicopter capability for the ADF, is underway. The Army will acquire four CH-47D Chinooks. The four Australian aircraft are to be inducted into Boeing's upgrade line commencing 01 Dec 93, with delivery of the aircraft at the rate one per month, commencing on 31 Jan 95.

Nomad Modification Project

The ADF is currently taking delivery of ten modified Nomads from AeroSpace Technologies of Australia (ASTA). Five N22 aircraft have been delivered to date with the remaining five N24 aircraft due for delivery prior to the end of the year.

Project Air 87 - Aerial Reconnaissance and Surveillance Capability

A project Definition Study for this unapproved project is scheduled to commence in FY93/94 but this is still subject to funding. Should this project be approved it will see the commencement of the largest capital acquisition in the Army for several years. The proposal involves the procurement of a range of aerial platforms fully integrated with appropriate sensor systems. Many options will meet this capability proposal, but Defence's preferred option may see a combination of Unmanned Aerial Vehicles (UAV), helicopters and fixed wing aircraft fitted with an array of devices such as low light television, FLIR and a laser range finder. This project will see the replacement of the Army's ageing Light Observation Helicopter (Kiowa) fleet. It also includes an aerial fire support aircraft to replace the ageing UH-1H gunships.

Conclusion

For the last 25 years the development of Army Aviation has been characterised by consistent growth to meet the needs of the ADF. This need is confirmed by experience in major exercises and recent operations in Somalia and Cambodia. The Directorate of Army Aircraft Projects is always very busy, but there is no doubt the pace will intensify in the future, because the role of the helicopter, fixed wing aircraft and their associated systems is assured. Finding the right balance of aircraft and on board systems, appropriate fleet size and funding will create the challenge for those involved in the procurement process.



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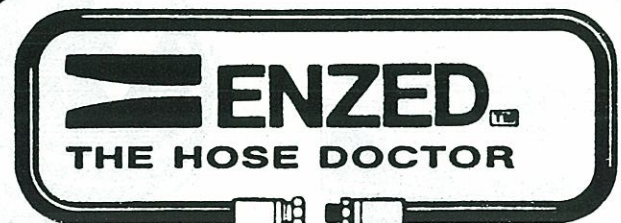
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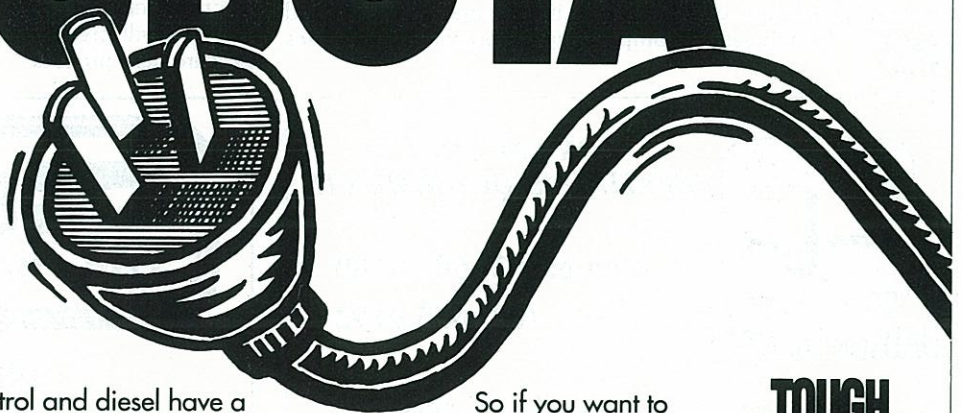
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SYDNEY BUSHFIRE RELIEF OPERATIONS

DNSDC Behind The Scene

by Major Shelly de COURCY LYS

Along with most other Sydney based units, DNSDC had a role to play during the Sydney Bushfire Relief Operation. Ours was not to be one of the heroics and glory that would be bestowed upon the firefighters.

Whilst many at DNSDC were keen to get in amongst the fires, and contribute something to the community effort, DNSDC was to be involved behind the scenes, yet vital to the whole operation. We were responsible for providing equipment and stores support for the Defence firefighters over the period that for many was The Christmas Break That Wasn't.

An operations room was set up for the period, which was manned around the clock, and a lot of hard work was put in by many. Both military and civilian members were recalled from leave to issue items which ranged from fire trucks and water pods, to ration packs and gloves. Not only Army, but also Navy and RAAF contingents were supported by DNSDC. Bedding was also provided for the professional firefighters and other emergency personnel. Approximately 150 major equipments were issued out over the week, along with more than 50 multiple stores issues.

The most time consuming task, however, was the provision of 76 generators to the Pittwater area, where power had been cut off to private residences in Towlers Bay and Lovetts Bay. The request seemed simple enough at the start, but the whole operation turned into a full-on commitment for two weeks, well after the last firefighter had been given standdown.

The first task was the pre-issue inspection on the generators, which ranged from 2.5 KVA to 15 KVA. It took about seven people, headed by Mr Noel Kennedy, 18 hours and many bruised and blistered hands, to run up each generator and load them onto trucks. What a way to spend a weekend! The next problem was to get drivers with the right licences; not an easy task over the Christmas break. But four unsuspecting volunteers: Mr Richardson, Mr Payne, Mr Wheeler and PTE McConkey, headed off with the FRT, (SGT Jackson, CFN Austin and CFN Munroe) which was to provide

repair support for the generators.

The local barge service was commandeered to get the trucks and generators into location, as much of the area is difficult to access by road. It was then that the drivers realised what multi-skilling is all about. It was all hands on deck as the generators were moved into location; only some with Abbey crane assistance. Each person became a skilled genset starter and refueller; and the civilians got a real taste of what military members call 'roughing it'. Long hours were worked, many a knuckle was bloodied; and those who came unprepared were rather smelly by Day Three. Home was a tarp in a mosquito infested but rather scenic setting by the waterside.

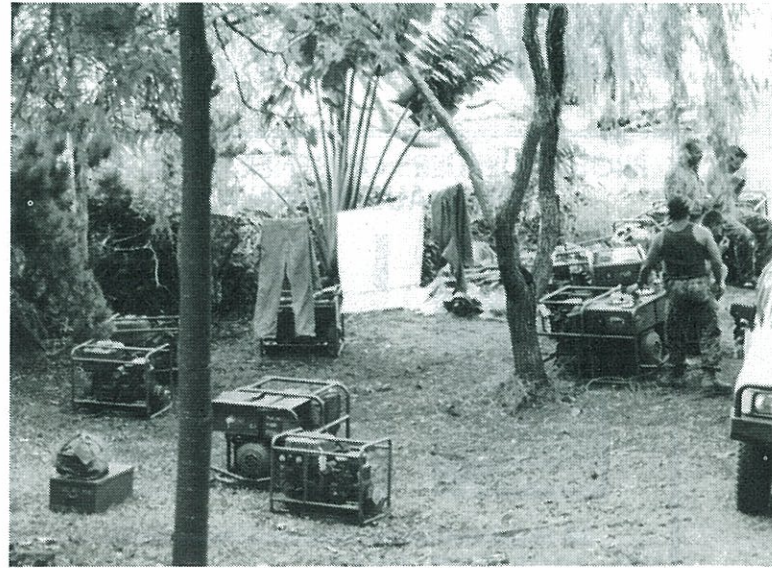
At this time the last of our civilian truckies was released, but it was soon realised that an electrical tradesman was desperately needed, to maintain the generators. There was only one problem: DNSDC only employs civilians in this trade. As we had already broken with tradition by using the civilian truckies in a job that would normally be allocated to military members, a precedence was set for another civilian to join the hard working FRT at Pittwater. The usual preparation time was allowed; and Mr Mores set out, with complimentary toothbrush and what he was wearing, to save many generators from a certain death. Another 'overnighter' turned into a four day stint, and it was a very weary Gordon Mores who was reluctantly relinquished back to civilisation; having put in a champion effort.

The locals of Pittwater were most grateful for the assistance that was provided by Defence. The FRT became heroes, with the local women volunteering to wash their clothes, the regular food and drink parcels, and the occasional invite to dinner.

One rainy night, a Sydney Electricity truck slid off the fire track and threatened to topple onto a cement water tank, which would have crushed the house below. Our Mack truck



Delivering the generators by road



The FRT campsite – pretty but mosquito infested

**SYDNEY BUSHFIRE RELIEF OPERATIONS —
CONTINUED**

was used to anchor the truck till help arrived. The owner of the house offered to cook dinner for the FRT whilst they waited. This was the only dinner invitation that was politely refused. Our Recovery friends from 1 BASB Maint Coy saved the day by recovering the truck, under conditions that no civilian agency could possibly overcome. Thanks again, CFN (now CPL) Anderson, and CFN Agar.

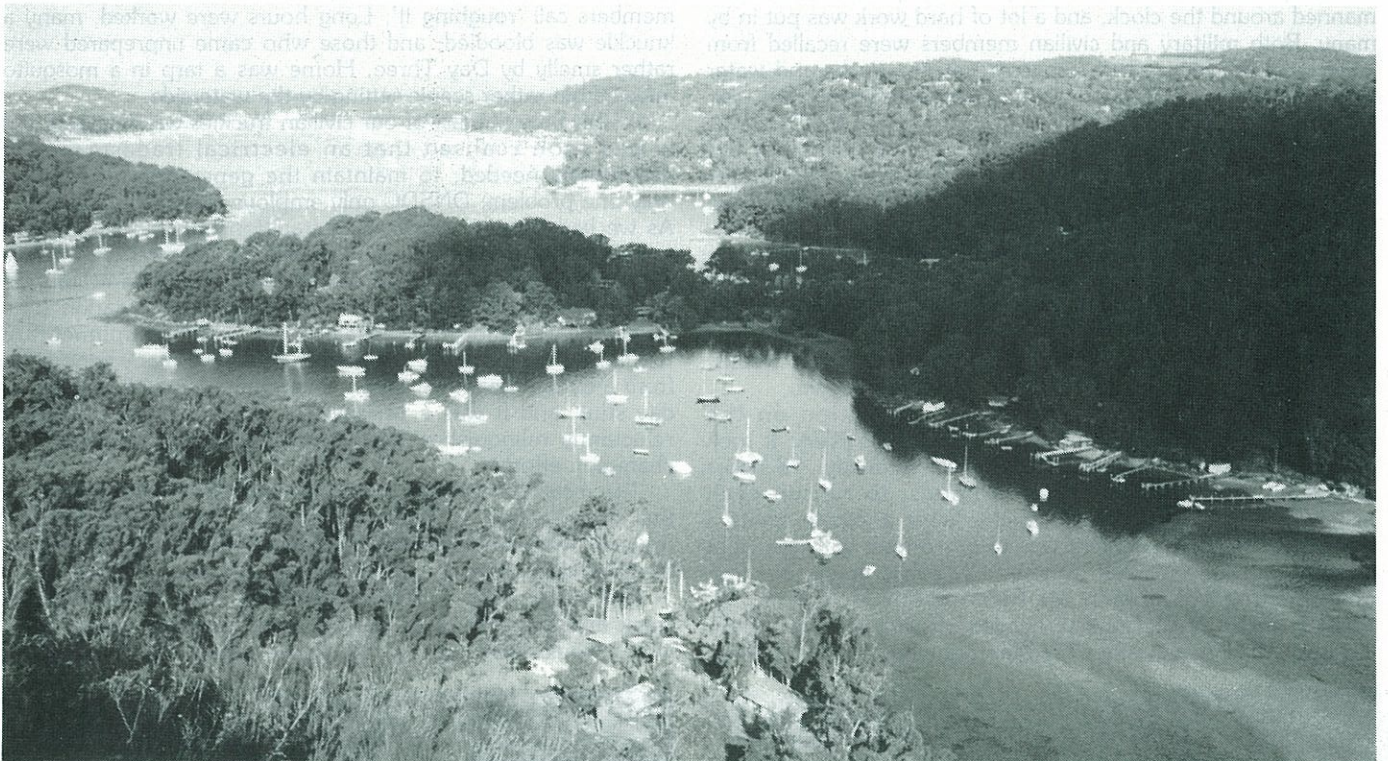
The rain which was so welcome during the fires, turned out to be a hindrance in the following week. Vehicles are not normally permitted in the area, so the job of refuelling the gensets took four hours by vehicle, using the fire track. The conditions were even more hazardous in the wet, as experienced by Sydney Electricity. At the same time, another team was refuelling by water, using an assault boat to get around to the gensets that were located on jetties. Once completed, it was time to start the rounds again, so there was little time for rest.

DNSDC's role in the bushfire relief operation was a success in many ways. We provided a high level of satisfaction to all that we supported, never missing a deadline and providing essential stores and equipment as requested. We provided meaningful support to a just cause; provided an opportunity for Defence civilians to show their worth under



10 Tml Regt provided an LCM8 and LARC to assist in the extraction of the generators. The hills in the background were burned to the water's edge

hardship and demonstrated a strong sense of teamwork between defence civilians and military members. Well done to all involved.



Picturesque Pittwater – beautiful one day, burning the next

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My Excellent Adventure

by CAPT Marcus PUNCH

"Marcus, go to Melbourne, become a civvy, grow your hair long, get an earring and by the way have a promotion as well"

These are probably the last words a young lieutenant would expect to hear from their CO/OC but believe it or not they were said to me. In November 1992, I was selected to undergo a civil attachment for 12 months at Rockwell Systems Australia in Lilydale, Melbourne. The purpose of the attachment was to gain experience as an electronics design engineer and to get an insight into life on the "other side".

I must admit, initially the whole situation was a little daunting. Vexing questions raced through my mind. Would I remember anything from my engineering training? What would it be like working for Rockwell? Would I get a ride in the submarine?

Fortunately, Rockwell were thinking the same things and invited me on an all expenses paid, whirlwind trip to their Lilydale facility. So, two days and 8000 frequent flyer points later I was back in Townsville reassured in the fact that the attachment would be a highlight of my career.

Well 1993 came and unfortunately it went. And here I am. I'm back.

It turned out to be the career highlight I expected it to be and much more, so I thought it might be a good idea to tell a few people what I did and what I learnt from the experience.

One thing I had to adjust to early in the peace was the civilian concept of what a "boss" is. Military training and experience had taught me that a boss is someone that you call "Sir", who writes confidential reports on you, and makes jokes about your decrepit, old Valiant. A civvy boss is someone who is called "mate", allows you to help him write your confidential report and thinks that collecting feats of Australian automobile engineering is the height of cool.

But enough of that, what did I do for 12 months? Umm.....

Well, Rockwell Systems Australia is a subsidiary of Rockwell International - the people who brought us such things as space shuttles, satellites, B1 bombers, the Global Positioning System (GPS) and some really nifty communications gear. The company has a myriad of interests and is highly involved with the leading edge of technology. The year I spent at Rockwell, was divided into two phases. In the first six months, I worked with a research and development (R&D) team designing an Air Traffic Control and Communications System. The latter six months was spent working with an R&D team designing an Automatic Vehicle Location and Fleet Despatch System based on GPS. Incidentally, I am proud to report that the decrepit old Valiant is the first ever to have been fitted with a state-of-the-art GPS navigation system.

Technology had significantly changed in the two years since I had finished my studies at ADFA and it took some time to

refamiliarise myself with it (and to remember what all those bizarre acronyms stood for). As the months passed and I became engrossed in the work-style of the electronics design engineer, I began to feel a deep respect for the designers of the plethora of equipments we use in the Defence Force. These guys - given a vague description of what we want from our Requests for Tender - design, build and deliver systems that we tend to take for granted.

The engineers life can be very gratifying also. There is



CAPT Marcus Punch (at right with beer) busily cementing civil/military relations with staff at Rockwell Systems Australia

no pleasure greater (OK, maybe one) than being able to hold a piece of equipment in your hand that you designed and built and to display it to an awe struck customer.

The attachment also gave me the opportunity to observe how things are done by our civil counterparts and what they think of us. Working at Rockwell exposed me to the full range of engineering and management activities undertaken by our civil counterparts. I got to see the calibre of the people out there supporting defence. It is very high. More importantly though, I can report that the training and experience that every Army officer and soldier receives in leadership, management and technical skills is second to none.

Overall, I must say, the civil attachment was a thoroughly enriching experience. I was able to see that the training the Army has given me is first rate. It was a great leveller and a tremendous insight into civil industry. There should be more of it.

Defence Productivity and Quality Award

**RAPIER BASE REPAIR FACILITY
ADELAIDE LOGISTIC BATTALION
6 OCT 1993**

On Wednesday 6th October 1993 CAPT Mick Thomson, Officer Commanding the Rapier Base Repair Facility (BRF), Adelaide Logistic Battalion, representing the Staff of the BRF, received a Defence Productivity and Quality Award from the Secretary, Department of Defence, Mr A.J. Ayers, AC and the Chief of the Defence Force Admiral A.L. Beaumont, AC, RAN.

Inscribed on the Award:

"In recognition of your efforts and considerable initiative in reviewing work practices, promoting organisational integration between Defence personnel and civilian contractors and adopting a flexible, customer oriented approach.

These initiatives have resulted in improved customer satisfaction, achieved significant savings and dramatically increased the Australian content of purchases made."

General

Since its formation in January 1978, Rapier Base Repair Facility (BRF) has provided the sole fourth line Rapier repair capability to the Australian Defence Force. Although Australian Rapier was common in build standard with many Rapier user countries when it first arrived in service with the Defence Force in 1979, it has since evolved to a point where a large amount of our Rapier test and operational equipment is unique to Australia and no longer fully supported by British Aerospace Defence Limited of the UK. This reduction in support has placed greater local reliance on the engineers and technicians, both military and civilian, of the Rapier BRF for solutions to technical problems and sourcing of parts for Australian Rapier. The commitment by the members of the Rapier BRF team, most of whom have been involved with Rapier since its introduction 15 years ago, has not only allowed the Rapier BRF to meet the challenge but to continue to produce dramatic increases in output and cost savings.

4th Ave Penfield SA, a move of some 2km. This move had the effect of allowing the BRF to "start fresh". Repair sections previously spread through several locations were co-located with the major stockholdings, and procedures were changed allowing for the transformation of a collection of discreet sections into a combined team that could conceivably carry Rapier through to its protected Life of Type."

Improvement in Methods and Organisational Structure

- Extra manning was obtained to offset the lack of access to British Aerospace Australia Limited (BAeA) support for reasons of proximity and the inability of SCMA to fill existing establishment positions. This resulted in a gain in establishment, on paper, of only one tradesman as the two technicians were employed to temporarily fill military vacancies (two Corporal positions) which had existed for some time. Rather than allot these personnel to a particular section, they were made



Tony Townsend adjusting an optical tracker assembly

semi-autonomous and were shifted around to meet demand. This had the advantage of taking part of the workload from all sections in general and providing a reserve pool of manpower to particular sections where required. Overall, this has resulted in an increased self sufficiency within the BRF which is now in the position where work is conducted in-situ

Award Submission

The following detail has been extracted from the BRF Award submission:

"In September 1991, the Rapier Base Repair Facility (BRF) relocated from within the DSTO secure area at Salisbury SA to

DEFENCE PRODUCTIVITY AND QUALITY AWARD — CONTINUED

rather than supported by distant BAeA departments.

- Work practices within the BRF sections were also changed to provide for the exploitation of the additional personnel. These changes allowed the sharing of work between related sections. As a result of this, the backload across all sections was substantially reduced and customer satisfaction increased.

Increase in Productivity

- Individual sections were made increasingly aware of the importance of meeting DER (Date Equipment Required) and to institute more accurate production time reporting methods. This encouraged sections to take a closer look at their work practices and, with closer co-operation between sections, encouraged them to substantially streamline them. This resulted in a 25% increase in DER satisfaction.
- As the number of personnel increased so too (predictably) did the number of productive hours allotted to jobs – albeit at a disproportionate rate. This has resulted in an overall increase in efficiency of 26% for the period. In addition, as the job difficulty remained constant the job throughput increased by 44%.
- Another major factor resulting in increased production was the co-location of major stockholdings. This reduced down time in that a job could now be worked on, with minimal interruption, from start to finish without the necessity of removing an incomplete job from the work bench and starting or continuing another due to the lack of immediately available parts.

Monetary Savings

- Two previously vacant Corporal positions (recovery value \$130,978 pa) have been filled with contractor personnel (contract cost \$93,939.04 pa) resulting in a net saving of \$37,038.96 pa being achieved for Defence.
- Within the last year, the BRF has taken on the parts procurement role for the Rapier fleet that previously rested with HQ log Comd. With the ability to influence the procurement process at its beginning, purchases now considered unnecessary have been cancelled whilst those parts which have been traditionally purchased from overseas are being closely examined with a view to local purchase – reducing the requirement for customs duty and associated costs. To date savings to Army resulting from these activities has been over \$200,000.00.
- Prior to May 93 the majority of Rapier unique items were

procured from overseas (typically UK). Since May 93, 57% of procurements by the Rapier BRF have been from Australian companies or distributors. The previous Australian content was less than 1%.

- The Rapier BRF has had a direct input to the negotiations of the Rapier Technical Support Agreement between BAeDL (British Aerospace Defence Limited) and the Australian Government and this has resulted in further substantial savings both on past and present agreements. (01 Jan 90 to 30 Jun 91 was reduced from £98,892 to £38,000. Recent agreements have been maintained at this figure.)”



AWARD PRESENTATION

CAPT Mick Thomson receiving the Defence Productivity and Quality Award on behalf of the Rapier Base Repair Facility from the Chief of the Defence Force, Admiral A.L. Beaumont with the Secretary, Department of Defence looking on.

Finally

The Rapier BRF has been operating along the lines of Fleet Management and Commercial Support Program concepts since its establishment and certainly prior to their acceptance into general usage. Because of its depth of experience and success in Fleet Management and integration with civil industry, the Rapier BRF can be held as a prime example displaying the increase in effectiveness that can be achieved through the amalgamation of military and civilian expertise into a single cohesive entity.

The achievements indicated could not have taken place without the dedication, flexible approach and the willingness of the Rapier team members — military and civilian.

What more can be said!

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The Buccaneers of Battambang

by WO2 G N ELLIOTT BEM RAEME

INTRODUCTION

On the 10th May, 1993, B Squadron of the 5th Aviation Regiment was placed on alert along with an Infantry Platoon from 2/4 RAR for a deployment to Cambodia in support of UN sponsored elections scheduled for the 23rd to 28th of May. Recent tension in the country had highlighted fears that the National Democratic Army of Kampuchea (previously known as the Khmer Rouge) may disrupt the election processes through violence. As a result the UN had decided to enhance its air capability through a request to the Australian Government to despatch its finest and meanest BLACKHAWK Squadron.

The Australian Government, sensing an operational freebie, agreed to the request and a total of six armed aircraft from B Squadron were provided to the UN for ballot box collection, AME, and if necessary, Airmobile operations in support of other UN forces. A deciding factor for the UN's request was that the Regiment's Blackhawks are completely Night Vision Capable and the Technical Support Troop (TST) was well versed at operating completely in the dark.

To support the six aircraft during operation GEMINI (star sign May 21 – June 20) RAEME personnel of B Squadron TST not born under the sign prepared for operational deployment. Because of the acute manning restrictions caused by every Pilot and Loadmaster from Category A to Z in the Aviation world, sensing a career opportunity, the RAEME contingent was reduced in size to 23 personnel.



B Sqn. TST 5 Avn Regt Wksp

PREDEPLOYMENT

Operational

The advance party hoping to avoid the proposed inoculation program departed early on the 13th May via Singapore to Phnom Penh. These key personnel were instrumental in sending messages of gloom and doom back home to ensure there would be no reality gap when the TST finally arrived in Cambodia.

The preparation for the deployment was primarily carried out by the Regiment Workshops and an element of B Squadron TST who were to be left behind as "attrition manpower". The vehicles selected for the TST were a landrover 6x6GS and trailer to be used as a Forward Repair Team (FRT), an Electronic Repair Vehicle (ERV) and trailer and a Unimog with Palfinger crane and 8 tonne trailer. Further to this, a Unimog with trailer was prepared for Repair Parts Section (RPS) which contained both aircraft and Army spare parts. Everything from an Automatic Flying Control System Computer to the Pissaphone. The latter in most cases being of more use than the former.

The aircraft preparation was a comprehensive task and took many manhours working through the night to complete in the time scale. Aircraft were painted white with blue lettering, then after checking the Dulux colour co-ordination chart, changed to

Buccaneers for two reasons — as an operational front line Squadron, when everyone else has gone home or on leave; we are still BUCCAN-EEER

The terminology within the Squadron has a definite "salt water" bias.

The ASM of the Squadron had previously served 26 years with the ROYAL NAVY.

white with black lettering. As the UN's policy was to replace old with new if damaged or shot at, white seemed the most reliable colour to attract attention and get the fleet updated. Aircraft configuration for the C5 -A transit flight was co-ordinated by the Regt Wksp; and consisted of folding the main rotor, tail rotor and stabilator, as well as installing tie-down points, inflating the

landing struts and removing all aerals from the bottom of the Hull. Compared to the preparation required for transportation in a Hercules, we are seriously talking Club Class.

ADMINISTRATION

On the administration side, the hardest part was trying to convince the wives and girlfriends that you had been chosen because your skills were irreplaceable; and that you definitely had not volunteered. Each Squadron member was put through a comprehensive inoculation program, intelligence and country briefings, medical lectures, range shoots and DPI check. Family support groups were rapidly formed up, with individual's Bankcards and monies reluctantly being transferred to their loved ones and Wills hurriedly made. Wives were instructed on the finer points of washing up, how the vacuum cleaner worked

THE BUCCANEERS OF BATTAMBANG — CONTINUED

and what day was bin day for their area. Now we were ready.

The entire period of preparation took four days. The three C5A Galaxies finally arrived, (three days later) and the airlift began. The deployment by the C5A Galaxies took us to Thailand, where we were to prepare for the final step into Cambodia. The hype of departure now receded rapidly, being replaced with the worry about our families and a real concern whether we ready to do the job we all had been trained for.

OPERATION GEMINI

The first thing to hit the RAEME Buccaneers was the heat at over 45 degrees celsius; the task ahead did indeed look arduous. Work began in earnest immediately, initial estimates for the unfolding of the aircraft was four hours, but from start to finish we averaged two and half hours each frame excluding ground runs, tail rotor vibration checks and compass swings. The total results of our efforts on the first day was four fully assembled aircraft. After a 14 hour journey, the oppressive heat, and with minimum assistance from the Aviation corp, who were now comfortably installed in a Hotel swimming pool on crew rest? it was a very credible result. Even at this early stage there were ominous signs who would be the workhorses of the deployment. The second day in Thailand saw the completion of the work. The OC of the squadron was beaming. His six white Blackhawks were now ready for operations with the United Nations in less than 36 hours since arriving in the country. Albeit the wrong country.

The Blackhawks took off from Thailand uneventfully in two waves of three arriving at Battambang airport Cambodia, with much pomp and ceremony. The Australian contingent and aircraft were certainly welcome; with the Malaysian contingent so overwhelming and profuse in their greetings that a state of sexual arousal seemed highly imminent every time a different Australian soldier was introduced to them. A stir was caused among the indigenous Khmer population when they saw the ESSS tanks and the chattering crowd fell silent with much nodding of heads, as the word BOOM BOOM rippled around. There was so much fuss you would have thought we were British.

The Battambang compound where we were to live over the next eight weeks was remote from the airfield itself and joined by only one narrow access road. The compound was better than expected, although there were very little defensive works built, and consisted of long white semi circular roofed tents that were especially designed in Australia for the tropics. The ceiling fans

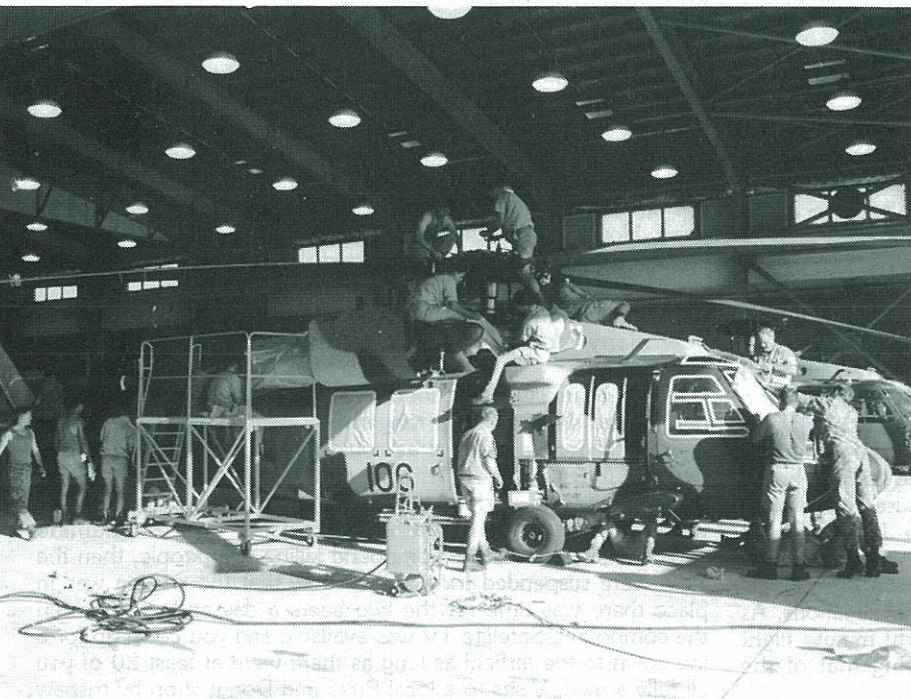


however did very little to keep the temperature down during the day, but proved a little better in the early mornings. Up to our arrival the infrastructure of the Australian compound revolved around approx 36 personnel, now with the influx of an extra 120 personnel the cracks were soon to show, especially in the areas of the plumbing and frayed tempers. The aircrew were split into three shifts, on duty, on standby and off duty. The TST went into two watches of 24 hours with the Forward Repair Team FRT being drawn from the off watch personnel.

Tasking of aircraft and construction of local defences started immediately with the defences being brought up to an acceptable level within 4 days by all Squadron "off watch" personnel working well into the night. With the relentless heat and the unacclimatised soldiers this was to be the most physically demanding part of the whole deployment but also one of great humour and comradeship. Fatigue was a problem during this phase but the "can do" attitude of the soldiers and their basic level of fitness got them through. The Greek God athletic type, and the super fit calorie watching, non-smoking, iron pumping athletes were not necessarily the mainstays that you would have expected them to be. On the night of the 5th day the majority of the Squadron had their first real sleep since deploying from home. Although the six aircraft deployed included two maintenance support aircraft we soon found out, not surprisingly that the UN had different ideas and having recognised the assets in the field, committed the lot. This was to be the case from day one in Cambodia.

Because of the heat, the monsoon season and the real threat from small arms fire, servicing of aircraft proved difficult at the best of times. The only cover available was a WW2 corrugated hanger that was open at both ends and could only fit one Blackhawk. The rest of the aircraft had to be serviced out in the open with scant regard to the conditions and threat at that time. The aircraft spares and high value items remained in cages locked on the trailers parked outside the hanger. 2/4 RAR had taken up defensive positions with a bunker at one end of the Hanger and two bunkers on the extreme of the airfield. By constant patrolling they ensured that none of us Buccaneers could escape. If at all possible the major servicing was carried out in the early morning cool with as little work as practical being conducted under our mobile lights at night as the risks were too great. Tool control and the security of our spares and domestic stores became a major headache as the deployment wore on. The Khmer, friend or foe, will literally steal anything and they invariably did.

The first incoming shots to be fired in anger happened at around 2200 on the night of the 25 May with the first of many



THE BUCCANEERS OF BATTAMBANG — CONTINUED

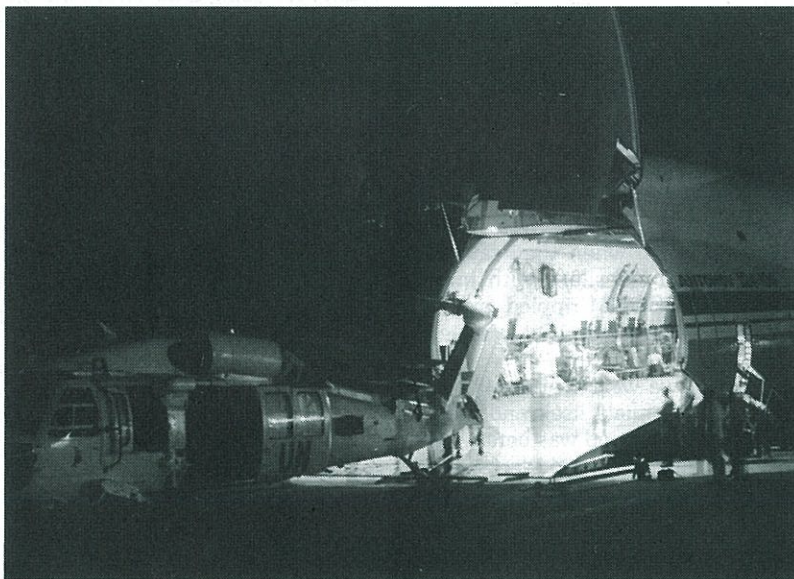
illumination rounds of the deployment being fired in turn by 2/4 RAR from their 40mm launchers. Small arms fire was a constant danger throughout the period in Cambodia with numerous incidents of enemy fire being directed at the 2/4 RAR strong points and the personnel working at the airfield. Dress of the day was patrol order and loaded weapon with flak jackets and kevlar helmets at the ready or when working in the more remote parts of the airfield to be worn at all times. Later on in the deployment after the elections had taken place a form of PT gear could be worn within the compound at night but your loaded weapon was with you 24 hours a day and so it was until the very last day in the country. It is to their credit and the weapon clearance procedures in place at that time (though not anymore) that 5 Aviation Regiment B Squadron personnel did not suffer one UD throughout the whole deployment overseas.

The most serious incident from our point of view being on the night of the 4 June when a detachment from the TST came under heavy and sustained fire. Incoming fire was low and during the initial bursts sandbags in the front of the Tarmac huts at the airfield and the 2/4 RAR positions were hit. 2/4 RAR illuminated their front and returned fire on identified targets. The other two bunkers on the airfield itself were also taking incoming fire and opened up with their minimi. A request went back to the compound for a resupply of illum. However at the height of the firefight it was impossible to resupply as the airfield road was cut off. As 2/4 RAR became more aggressive in their response, the return fire dwindled away. The firefight was over and had lasted approx 1 1/2 hours with the number of perpetrators identified at around 15; but less than they started with. There were no Australian casualties, and luckily after rigorous inspections it was found no aircraft were hit either; but it did highlight the fact that whoever decided to send an infantry platoon to protect the RAEME personnel and the valuable Australian assets was spot on and is now afforded honorary RAEME status. A lesson learned for the future??

B Squadron tasking, particularly having to have two aircraft on permanent standby for Air Medical Evacuation AME as well, proved fairly challenging initially; but as the days went by and we became seasoned worriers (and Warriors), it became more routine and what was impossible a few days previously now became the Buccaneers bread and butter. Our first "hot" AME was on the 27 May in a village near Siem Riep and the casualty was a Bangladeshi Company Commander. The AME was a complete success, saving the life of the Major and carrying out an additional 5 wounded. A 14 year old Khmer girl was involved in an accident with a UN vehicle on the 29 May and the squadron flew her to Bangkok which was a good decision for the girl as it saved her life. However it created a political non-passe with the aircraft being impounded in Thailand for 24 hours awaiting further diplomatic clearances (I'm assured no money changed hands) to re-enter Cambodia. On 6 June a Dutch Captain lost a foot from a landmine and was evacuated. The RMO was approached to allow all aircraft to carry a supply of morphine that can be administered in such critical situations. As it was, the brave Dutch Captain endured a forty minute flight with the only pain numbing administered, being that of the loadmasters conversation.



On the 11 June an FRT from Australia arrived in Country to fit a surviveability system and Kevlar decking to our Blackhawks. With severe reservations about the validity, justification and politics of it all, the fit went ahead. However as time progressed the work didn't, due to situations beyond our control, so with the growing realisation of how our AME operations were being disrupted, the modification program was suspended. Proving the old adage that the true course of love and war rarely run smooth.



The weather remained relentlessly hot with little respite and as it was monsoon season, thunderstorms and a daily drenching was normal. Covers had been manufactured and these remained on the aircraft at all times when not flying. These afforded some shade to personnel working aloft but more importantly protected the aircraft avionics from a daily drenching. As the aircraft were well dispersed over the airfield the 6x6SGS landrover was a must, with all other transport being fully utilised just to get the aircrew and the TST from

the Compound down to the airfield. Our Electronic Repair Vehicle was a bit of a disappointment however and was unable to effectively cope with the heat even after having been regassed four times. We suffered our only casualty of the deployment during an afternoon thunderstorm when one of our Craftsmen was struck by lightning whilst working on the aircraft main rotor head. However, it was not serious and he made a lot of new friends, especially those who insisted that he worked with them during thunderstorms. Working on the principle that lightning won't strike in the same place twice. However, there is a limit to how many men you can get onto a Blackhawk servicing platform.

All of course was not doom and gloom and during the latter part of the deployment arrangements were made to rotate as many Squadron personnel as could be spared through Phnom Penh for 2 days R & R with many of the TST being able to visit Ankor Wat that glorious and mysterious temple. There were visits into the town of Battambang itself, until a landmine exploded just outside the compound killing five people, then the visits were suspended for a while. Now that the routine was in place there was time for the two beers a day and sport within the compound. Satellite TV was available and you could go for a jog down to the airfield as long as there were at least 20 of you all fully armed. Visits to a local Pizza and Donut shop by trishaw

THE BUCCANEERS OF BATTAMBANG — CONTINUED

became popular with the Buccaneers. The days were full, the maintenance tasking for the TST heavy with everyone fully committed. No sooner had you finished your watch, had a relaxing beer, written a letter, maybe a game of volleyball in the rain, checked your weapon was clean and by your bed, checked up to make sure you hadn't missed out on someones fruit cake sent by their mum, it was lights out.

Now at 0700 on the 4th July our AME responsibilities and UN tasking were completed. Our routine that we worked so hard to establish was broken. A feeling of anti-climax loomed large but after a relaxed evening the Buccaneers all decided it was time to go home, or more to the point get back across the border where a few days R & R in downtown Pattaya, Thailand awaited us.

POST OPERATIONS

The plan was to deploy the Squadron as an entirety into Thailand by road and air on the 10 July. The TQMS from Phnom Penh arrived to carry out the UN "Out" survey, which was as big a headache as the "In" survey. This survey accounts for the usage and damage of all equipment and stores whilst deployed with the United Nations, except for aircraft items. The UN is then billed (ripped off) accordingly. Once redeployed to Thailand the work began in earnest to again reconfigure the aircraft, only this time it was to be Russian Antanov transport. The Blackhawk aircraft were then taken to a cleaning area and meticulously washed and cleaned in preparation for embarkation. The same procedures were utilised on all the transport when the road convoy crossed the border and arrived in country on the 11 July. Within three days we were ready and waiting.



HOMeward BOUND

The novelty of the hotel and the city of Pattaya had certainly been a bonus after quite an arduous operation, but now on the 19 July the day had finally arrived to depart South East Asia. With some relief the TST RAEME Buccaneers climbed aboard the big white Freedom Bird provided by our RAAF compatriots and a comfortable seven and a half hours later touched down at 0100 local time on Tuesday the 20th July. Townsville never looked so good.

CONCLUSION

The Squadron deployment to Cambodia achieved all the goals set by the Australian Government and by the UN. During the course of the deployment the Squadron played a significant role in the election, provided a valuable armed transport capability to the UN, carried out a few "hot" insertions of troops, even apprehended a few smugglers at sea but more importantly was directly responsible for saving numerous lives.

For its part the RAEME TST can feel proud of a job well done, despite the dangers and the arduous conditions. The members of the Troop came under fire for the first time, they learned a lot about life in a foreign country, living together, looking out for each other, and most of all about themselves. It proves that the RAEME Workshop is capable of providing first class maintenance support to a Blackhawk Squadron on operations out of area, and that in addition to its maintenance role, the RAEME TST is a vital and integral part of an Aviation

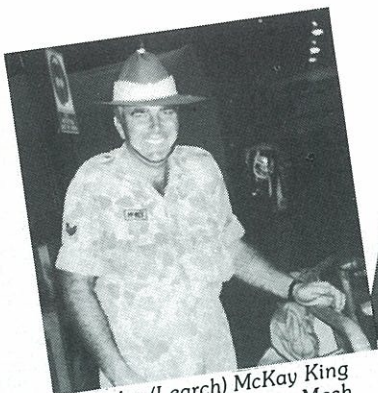
THE WIND DOWN

With time to kill now before the arrival of the Russian AN 24 Antanov's and with the loading parties nominated, the rest of the Squadron could now enjoy some rest and RECREATION in the capital Pattaya. They ventured forth to discover the delights, with many interesting stories of bars, booze and local Pizza's that are sure to keep the Buccaneers laughing for years to come. If there were any medals to be earned during this deployment for valour, perseverance or just sheer guts, then they would have been awarded during this period of Operations ... but that's another story. As it was the aircraft and the vehicles all returned to Australia by AN 24 Antanov "Condors". Another first for the Raeme Buccaneers and the Australian Army.

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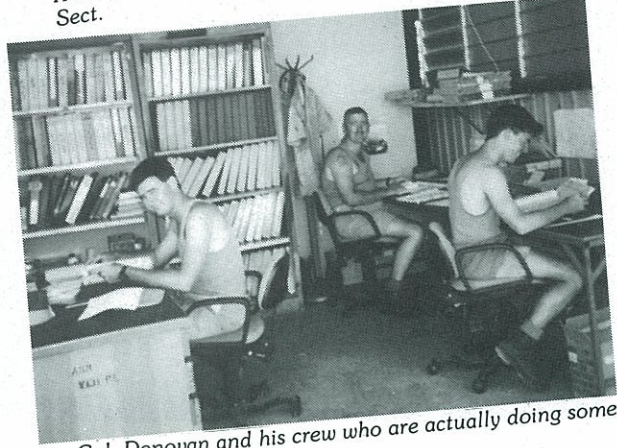
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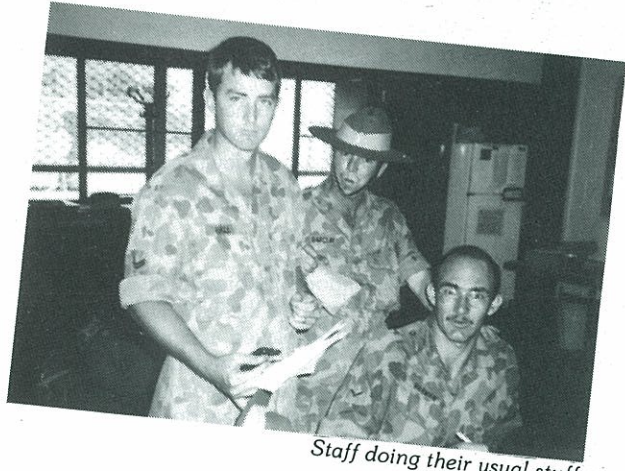
Sgt Russell Fehring



Like getting blood from a stone ... Sgt Mick Frawley
donating for the Red Cross



Cpl. Donovan and his crew who are actually doing some
work



Staff doing their usual stuff



A sorry looking Nomad after a few years neglect in the tr

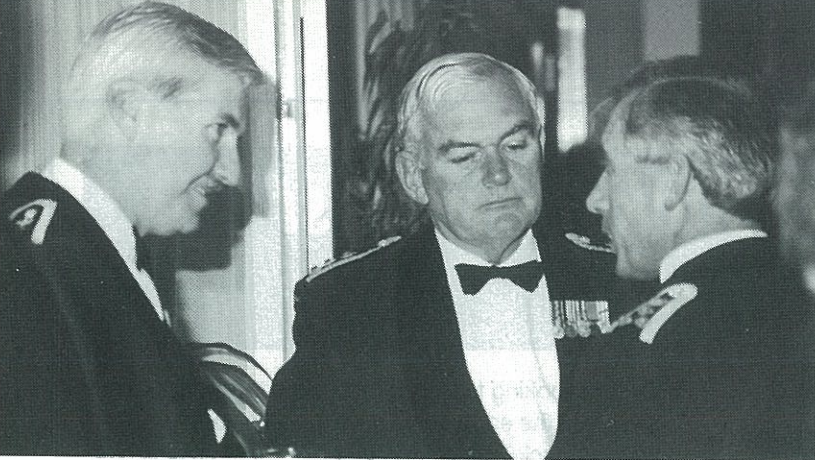


Another Nomad bites the dust

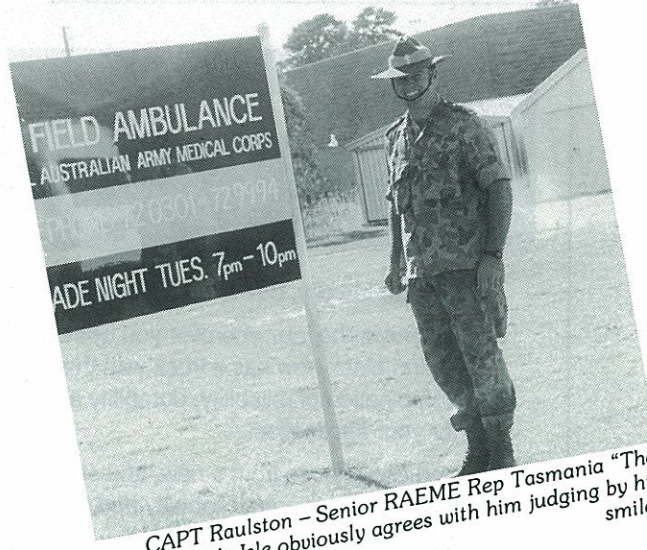


TSS 2/14 QMI - "field trip redeployment phase"

RAEME
PICTO



Left to right: COL Jim Campbell, BRIG John Kingston DG ENG and BRIG Conrad Ermert (RL)



CAPT Raulston - Senior RAEME Rep Tasmania "The Apple Isle obviously agrees with him judging by his smile"



Tasmania Log Coy., MAJ Hatton "Truckie" (2nd from left), with the RAEME base maintenance team. "You guessed it that's Wayne Cubitt, (centre rear)"



TSS 2/14 QMI - "Crafty in the field". One of "Harley's Heroes" hard at it - SWBTA



TSS 2/14 QMI performing a "lid lift" on exercise at SWBTA



"MY OPERATION IN ANTARTIC ENDS" CFN Riley (5th from left) and LCPL House (4th from left) pictured with COL P. Martin, COMD LSF (3rd from left) at the "End of the LARCS" ceremony held at the Australian Antarctic Division, Melbourne on 28th March 1994 (SO2 CORPS, MAJ 'Arnie' Linck - far left)



Left to right: MAJ GEN John Powell, Rep Col Comdt, Col Tony Wallace, Director Trials and Col Mick Burgess (Retired)

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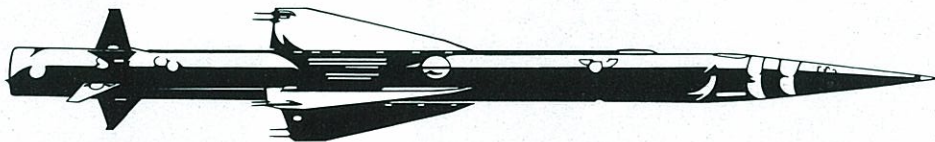
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The Australian Army SOLDIERS CHAPEL

Story by Army PR's Major Christopher HOLCROFT
Photos by Army PR's Warrant Officer Class Two Craig MURPHY

Perched High on a hill overlooking the lush green valleys surrounding the Army's main soldier training area at Kapooka, near Wagga Wagga in south Western NSW stands a dove-like building.

Visitors to the \$1.3 million edifice are awed at the bird-shaped building that is the only Chapel dedicated to the Australian Soldier in the country.

The Chapel was built after funds poured in resulting from a national appeal launched by Lieutenant General Laurie O'Donnell, former Chief of the General Staff (CGS) on 17 May 1989.

It was officially opened on Saturday 30 October by the current CGS, LTGEN John Grey AO with the first worship services being held the following day.

The new Chapel replaces pre-existing Chapel facilities on the site which were converted Second World War buildings originally used as lecture rooms. The facilities were the only remaining WWII buildings at Kapooka and were demolished last year to make way for the new multi-denominational Chapel that can hold three separate services concurrently or open up all areas for a combined service.

The design of the chapel is unique as is the building itself. The Chapel has been built in the shape of a dove and has no right angles in its design, has a sloping roof and two extended sections on the sides in the shape of wings.

The show stoppers don't stop there as visitors are enthralled by the magnificent stained glass windows - most of which have been handmade by local residents and soldiers combined.

The first major window visitors see is above the front entrance and is a huge three metre square glass etched Rising Sun badge - emblem of the Australian soldier. The other three are located in the left and right wings of the Chapel and at the rear.

Kapooka chaplains led by Chaplain Majors Angus McDonald and Ian Schneider decided the chapel would look bland internally without some sort of colourful but significant stained glass windows to help the soldiers and other users reflect on sections of the Bible.

"Local Wagga Wagga stained glass artisan John Luguizis was

brought in to help start off the project which was later taken over by members of the local community and soldiers and officers from the camp," Chaplain McDonald said.

"The problem was that John could only be with us a short time and none of the community members or soldiers here had any real experience in making stained glass windows.

"We quickly set to work to learn how to cut glass, solder, curve glass and assemble the work in frames," he said.

Major McDonald, a Catholic Chaplain combined with his Protestant counterpart Major Ian Schneider to draw the three biblical designs and placed them on an overhead projector.

They then traced out the cartoons on paper, ready for the colouring and templates to be made for the frames that comprise the three windows.

More than 90 one metre square window panels were made by 40 Wagga Wagga locals and soldiers which took them more than 12 months and 5,000 hours to complete.

The first window has Christ on the cross with a soldier looking on; the second has the story of the good Samaritan and the third is from a reading from Isaiah 2:4 about beating weapons of war into plough shears.

Each of the three windows is bordered by State floral emblems, wattle and fauna - giving them a uniquely Australian character.

Chaplains McDonald and Schneider knew exactly what colours they wanted for the

windows and spent only one day in Sydney picking out and buying all the glass required for the 90 panels.

Their enthusiasm caught on as the locals became involved in the project and would often work into the small hours of the morning in the Chaplain's office cutting and curving the glass.

However, the workers, housewives, retired farmers, engineers and office workers were all rewarded for the long hours of work they put in.

Local resident Marilyn King said Chaplain McDonald paid his "staff" with chocolate Freddo frogs.

THE SOLDIERS CHAPEL


The Soldiers Chapel which is located at Kapooka, near Wagga Wagga in south western NSW, was opened on Saturday 30 October 1993 by the current CGS LTGEN John Gray, AO. It was built using funds which were donated by past and current serving soldiers, civilians and industry and took over four years to complete at a cost of \$1.3 million. The chapel is dedicated to the Australian soldier, irrespective of Corps. The design utilises stained glass and timberwork to enhance the building which has been built in the shape of a dove.

In July of 1993, the RAEME Corps Committee was approached by the Soldiers Chapel Committee asking if the Corps would like to be represented in the chapel. At the Corps Committee Meeting held in October 1993, the committee voted to spend \$5000 to fund a Corps badge embossed onto a glass door of the chapel. RAEME joins other corps such as RAAC, RAINF, RAE and RAAOC who have had their corps badge included in the chapel doors.

The committee also decided to present a bronze plaque which will be mounted on a memorial wall at the front of the chapel. The memorial wall is dedicated to all those who gave their lives for their country.

It is anticipated that the badge and the plaques will be mounted by mid 1994. Corps members are invited to visit the chapel and inspect the glasswork and memorial wall funded by the RAEME Corps Committee.

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THE SOLDIERS CHAPEL — CONTINUED

"He would give us a small frog for every 20 hours of work we did and a large one for every 60 hours," Mrs King said.

She said she would use the skills she had learned in putting together the stained glass windows to beautify her own home.

The heavy glass doors at the front and side entrances to the Chapel are a testament to the subscribers who helped build the place of worship as each door has been etched with Army Corps badges, emblems and logos of major sponsors like the RSL.

Army Engineers designed and constructed the building from the Australian Construction Services architectural concept and adult Army apprentices were involved in many of the furnishings.

Commandant of the Army's 1st Recruit Training Battalion at Kapooka Colonel David W. Kibbey said the way in which his Chaplains had learnt and then taught

others to make the stained glass windows for the Chapel was a tremendous representation of the spirit that underpins the Chapel.

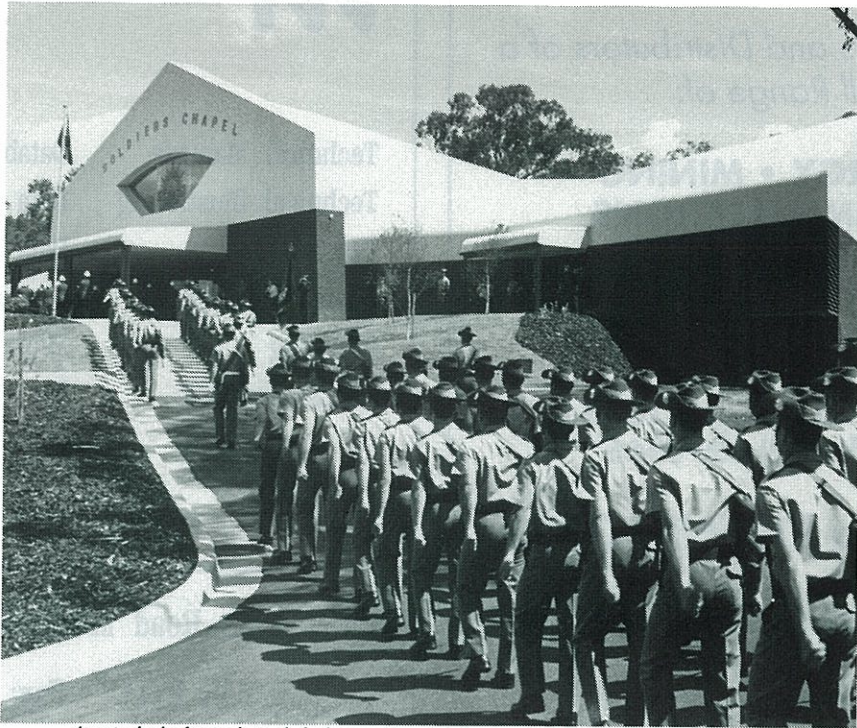
He said one of the ways money kept rolling in for the Kapooka Chapel Appeal was by soldiers allotting specific amounts of money fortnightly from their wages to the appeal.

"We at Kapooka were very pleased with the high number of soldiers who subscribed through their net pay deposit system from Generals to Privates," Colonel Kibbey said.

"We had cheques come to us from all points of the globe with one from the Royal Military College at Duntroon for \$50,000 and others from politicians who wish to remain anonymous.

"The Chapel was built on time and without debt - there are very few other construction programs, be they Parliament House, the Opera House or some other Chapel somewhere else that can say that," Col Kibbey said.

Col Kibbey said Riverina residents had really taken the appeal to their hearts as wherever he attended schools, Rotary, Chambers of Commerce etc they all saw the Chapel appeal as



Australia's first chapel dedicated to the Australian soldier was opened at Kapooka recently. The Governor General's Banner was escorted to the entrance by a guard of honour provided by A Company, 1st Recruit Training Battalion. The new \$1.4 million multi-denominational chapel - which replaces converted WW2 buildings - was built in the shape of a dove and features striking stained glass windows.



Australia's first chapel dedicated to the Australian soldier was opened at Kapooka recently. The Chief of General Staff, Lieutenant General John Grey, addresses the congregation after officially opening the chapel. "This place is a memorial and has symbolism for all the young soldiers seeking solace here," Lt-Gen Grey said. "But above all it is a living place, a place of the future where young people can come for inspiration."

being their project.

He said now the money for the Chapel had been raised the soldiers and staff of Kapooka have switched their efforts to another charity.

"The soldiers and staff here for the last eight years have raised money for the Miss Wagga Quest with funds going towards the Chapel appeal. This year because our target for the appeal has been met we chose to donate towards homeless youths in Wagga," he said.

"As well as the Chapel focusing on service to this nation it is a good example of unity of purpose that exists in the Army and the modern Church. Once you would have to build three different Churches on three different fields.

"Here we have the one Chapel in which the three main denominational streams of our Army can worship under the same roof sharing some common user facilities.

Col Kibbey said Kapooka had struggled in recent times with as many as 400 recruits at Sunday worship trying to make do with temporary facilities in the canteen. He said it was largely this demand that gave Battalion the impetus for the Chapel project.

"We recognise that soldiers need to understand that soldiering and their faith are not at odds and they need to have the opportunity to discuss that with fellow soldiers in the presence of Chaplains because we are a Christian army, he said.



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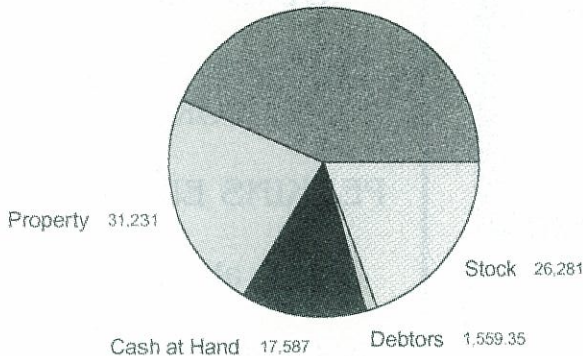
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RAEME CORPS FUND STATEMENT OF AFFAIRS

March, 1994

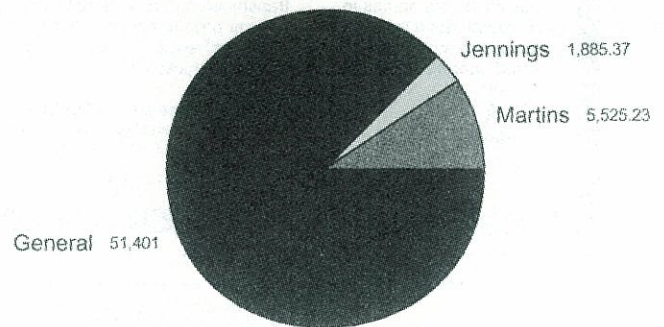
TOTAL ASSETS

Investments 58,811



Total: \$135469.72

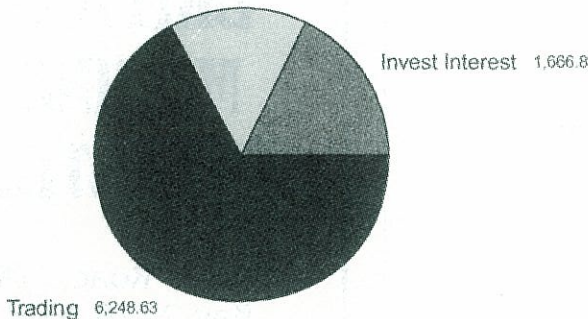
INVESTMENTS



Total: \$ 58811.35

INCOME

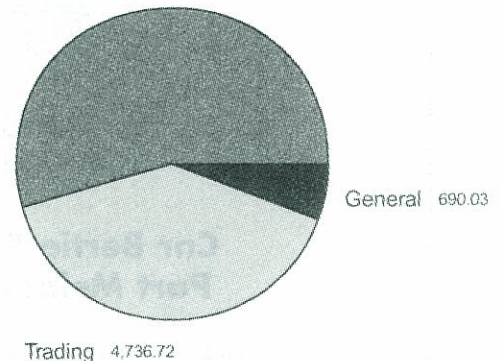
General 1,397



Total: \$9312.43
General = Subscriptions and Donations

EXPENDITURE

Book 6,494



Total: \$11920.75

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RAEME RUGBY UNION NEW ZEALAND TOUR 1993

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SECOND ROW: MICK LANE, ADAM PLUMSTEAD, (RNZEME), SEAN IRELAND, DARREN INSALL, (RNZEME) COLIN KINGI, (RNZEME), FRAZER GOFF, PETER QUICK, (RNZEME),
BACK ROW: ED FOULSTON, (COACH), DAMIAN DUGGAN, (RNZEME), BRUCE WILLIAMS, (RNZEME), MICHAEL CLAYDEN, PAUL SCARR, JASON MUNT, TONY BRANSBY, MICHAEL CUNNINGHAM, (PHYSIO), DICK BOYCE, (MANAGER),

RAEME RUGBY UNION

1993 NZ Development Tour

RNZEME invited the Corps to send a Rugby side to fill their regional Provert Cup competition, so making it a six team tournament. After much discussion the Corps Rugby Executive with the view to developing Corps rugby, decided to participate with a squad of young players (U23) selected at the Corps annual regional rugby tournament, the Kingston Cup. The U23 age limit was dispensed with when nominations failed to flood in. Selection was made very easy with only eleven players making themselves available. When RNZEME agreed to make up the extras, the tour was declared ON!

The squad was immediately put on the 'dry' and training commenced in earnest, twice daily at Randwick. This also gave the team the opportunity to see the Australian Rugby squad in training prior to their Canadian tour. With the hard work over the high spirited team prepared for their trip across the Pacific. It was fortunate that amongst the eleven players we had no duplication of positions.

Departure day arrived with everything going smoothly, thanks to Manager Dick Boyce. While some of the squad slept on the flight, others made their presence felt with members of the NSW disabled basketballers tour squad. "Big Mick" in particular, helping one young lady in distress by carrying her to the toilet and back. Arrival at Auckland brought us into conflict with NZ Customs who kindly helped "Thommo" defoliate his boots of Aussie flora before allowing him entry. After the team was declared clean and disease free, we were greeted by two characters, 'PIRATE' and 'AARON'. Aaron was our "legend" bus driver who, should have been convicted of attempted murder of the squad on numerous occasions.

Papakura Barracks was the first port of call where Ed, 'SUPA COACH' kindly allowed a small ration of alcoholic beverage to be consumed. After all, this was an OFFICIAL welcoming party. Devonport was the first night stopover on the way to Waiouru, which was to be the squads training base for the next 5 days. The NZ contingent was supposed to join the squad at this stage, unfortunately this didn't occur. Back on the 'dry' and two

training sessions a day left the group literally gasping for breath. Waiouru is 1000 metres above sea level. An afternoon off was a welcome respite for the squad who took in the sights of Waiouru renowned for its snow and geysers and the odd brave Bungie Jumper. Good on "Thommo".

THE COMP

Wellington was the venue for the Provert Cup competition. It was also where the Kiwi's joined the group, the day before the first game. More good news! The Waiouru team was to be our first opposition. They were also the competition favourites. First game, very physical, very intense, 1/2 time score 10-0, wrong way. Full time score, 40-3. Two days later, next game, Linton. Guess what? Linton was expected to play Waiouru for the cup. Set up? Nah! Kiwi's wouldn't do that to us. Referee interpretation caused some confusion. Even so, much improved performance saw Linton's line crossed with several promising moves only to be held up in goal. Final score 32 - 3.

The third and final game meant playing The School of EME for the 'wooden spoon'. The school did not want to be left with the wooden spoon, which meant playing an extremely intense game. Unfortunately, for us, the final scoreline was 43 - 6. Overall, despite losing all games, each member of the squad gained invaluable experience and now knows what it takes to beat the Kiwis. This experience will be passed on to future RAEME rugby players and will put them in good stead for the next Kiwi encounter.

Let's strive to make this years NZ Development Tour a success. Hopefully, with the support of Unit Commanders, the will to win and the availability of players, the RAEME team will be in a position to greatly improve on our 1993 tour.

1994 NZ Development Tour 1	10 Oct 94
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Bandiana	
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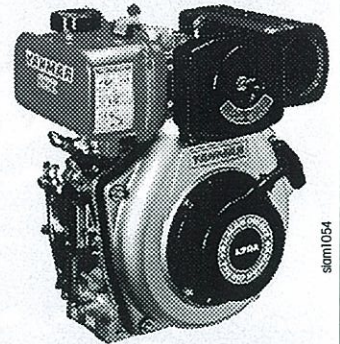
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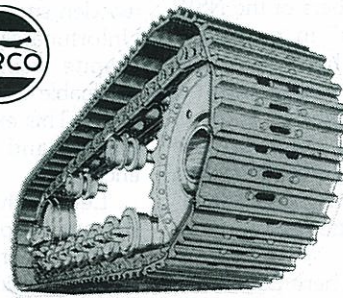


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UNIT JOTTINGS

3 BASB FD WKSP JOTTINGS

INTRODUCTION

As many of you will be aware the 3rd Brigade Administrative Support Battalion (3BASB) ceased to be a trial unit in early 1994.

With the formation of 3 BASB 102 FD Wksp has ceased to exist. 3 BASB Fd Wksp continues to provide dedicated second line repair and recovery support to 3rd Brigade and dependency line repair and recovery support to 3 BASB. The BASB should not be underestimated as it represents over 50% of the BDE equipment holding. Regardless of what you may have heard the BASB is an effective and efficient organisation. Certainly the Fd Wksp has never been as productive or as busy. Sub unit identity remains as important as ever, however 3 BASB is quickly building a reputation for being a competitive unit within the Brigade in every sense of the world. As is always the case there is a large representation in most areas by soldiers who wear the RAEME Badge.

1993 was a particularly good year for the FD Wksp. We were placed first in the Bn sub-unit sports competition, a RAEME Section lead by CPL Holt (EIR PI) took out the BN Infantry Minor Tactics competition and our 640 kg Tug of War team remains undefeated both within the 3 BASB and 3 BDE for the second year running.

1994 shapes up to be a busy year for 3 BASB Fd Wksp. The Forward Repair Group has already conducted Amphibious trg with HMAS Tobruk and the Landing Craft Heavy (LCH) and deployed on the Amphibious exercise 'Ex Initial Landing' to support 1 RAR. The FRG will deploy again in June as part of the Battalion Support Group (BSG) (The BSG is a sub unit of

the BASB designed to support a Battalion Group dependency). In August/September the Fd Wksp will deploy as part of 3 BASB to support 3 BDE during Ex Swift Eagle 94.

In summary the RAEME identity and spirit within 3 BASB remains as strong as ever!

FIELD REPAIR PLATOON

by Lt WILLMAN

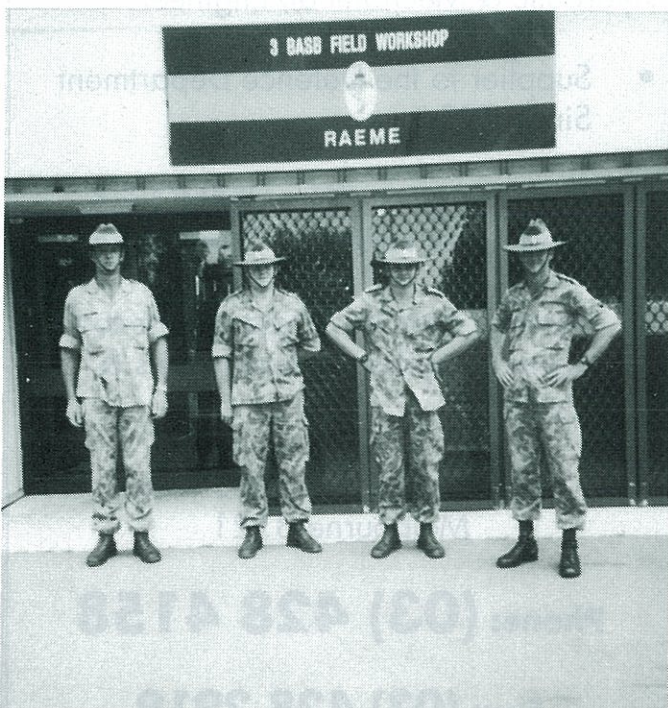
Already 1994 has proved to be a busy one for 3 BASB Field Repair Platoon (FRP).

With a major move from the compound between TPT SQN and 3 CER to the Workshop Main, the loss of Recovery Section to HQ Platoon, SCUBA CES Stocktakes, and manning relatively low, FRP was left to provide 2nd line repair support to 3 Bde.

New march-ins included CPL Andy McAdie (Mac) who marched in from 6 BASB and quickly settled into his year in Townsville, including the water skiing. CPL Simon Reynolds (Reno) moved down the road from B SQN 3/4 Cav to assume his position at the floor control desk.



SGT Emmerton, CFN Nation, CPL Reynolds, WO2 McIvor, Lt Willmann (The Think Tank of FRP)



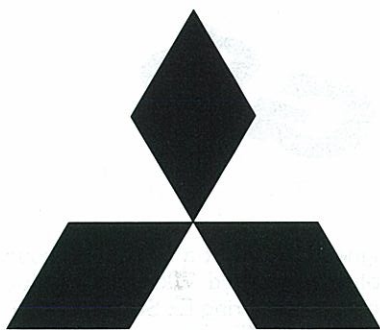
The OC MAJ Creagh, 2nd from right, with from left WO1 Williams (ASM), CAPT Skewes (2IC) and WO2 Holmes (CSM)

Another new face within the platoon included the WO ART, WO2 Rory McIvor who saw the light and changed from Tech Support.

The Christmas spirit brought happiness to CFN Robinson and LCPL Harvey when both members took the plunge and exchanged vows with their spouses and were married. CFN Robinson married Miss Susan Nemeč and LCPL Harvey married Joanne.

FRP was unfortunate enough to lose a few faces. We say farewell to: CPL "Blue" Naylor, posted to 23 FD REGT; LCPL Minton, posted to Pucka Log; CFN Neal, on discharge; and CFN Pearce who was posted to Adelaide Log Bn, but then decided 12 months LWOP was a better option.

SGT John Emmerton decided it was time to recondition his back, so CPL Andy Vogler assumed the administrative duties



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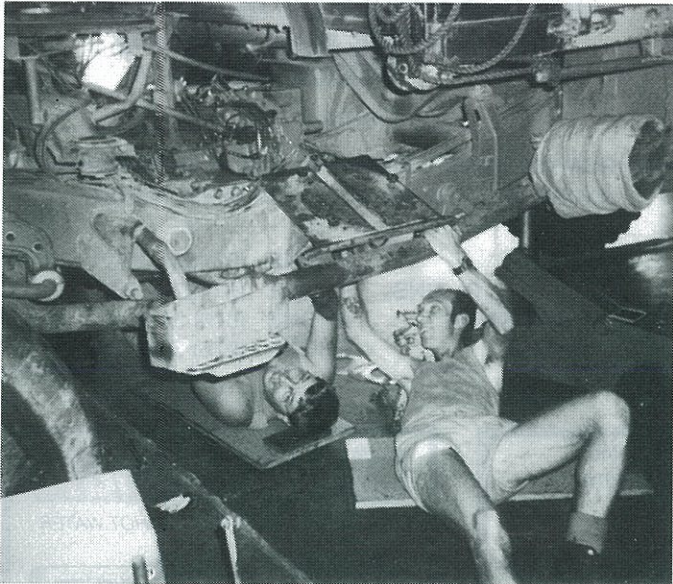
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UNIT JOTTINGS — CONTINUED



CFN Hanson and Martin "Mucking Around" with a MOG (FRP)

associated with the SGTs position, while Reno assumed the stress of ensuring all runs smooth with repairs.

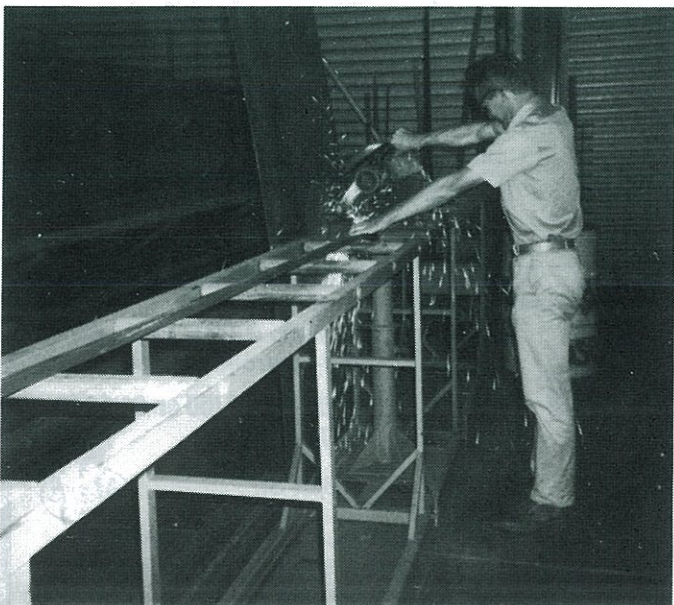
Those in the BSG; well, they were fortunate enough to set sail on HMAS Tobruk, where personnel enjoyed 5 nights of moonlit skies and a cruise around the islands to practice amphibious operations with 1 RAR at Shoal Water Bay. The inclement weather and mosquitoes proved hazardous however they found the experience most rewarding and lessons were learnt as a result. (The fishing wasn't bad either).

Events FRP has to look forward to this year include the first born to CFN Williams (Box) and his wife, Robyn in April and the marriage between CFN Pederick (Pedro) and Amanda in June.

Although the beginning of the year has been hectic, FRP has still managed to keep its head above water and provide 3 Bde with the support required. So if you are ever up in Townsville visiting the ODF, please don't hesitate to call in and say giddyay to FRP.

GENERAL ENGINEERING PLATOON by LT Quinn

"NO JOB TOO BIG OR TOO SMALL FOR THE GURUS OF THE PREMIER PLATOON THAT KNOWS IT ALL, OR AT LEAST WE THINK WE DO."



CFN Mark Goiris (GE) — The special effects photo



CPL Stow, CPL Chalker and CPL Omera — The GE Backbone

Well General Engineering Platoon once again will grace the pages of our illustrious Corps magazine. And what a year it has been so far.

Sport is a big thing in GE, 99.9% of the Platoon are committed. It's either we are all keen sportsmen or we like Thursday afternoons. CFN Dean Gonin has actually spent some time at work, doing work this year but no doubt he will be off playing touch for the rest of the year. SGT Russ Fehring was a star in the Inter Company Swimming Carnival and swam like a fish after his body wax! and his golf handicap is improving gradually too. SGT Ian Nicholls will have to spend a few hours at work instead of going shooting. No trips to Brunei for you this year Nico.

And then GOD created RUGBY. LT Don Quinn is the Battalion Rugby Officer and is never at work, too busy doing Rugby things. CPL Jim "the STAGS are not a social Club". Stow is the Rugby Guru and mentor, THE COACH, he is never at work. CPL Stow is always off setting up for a Rugby Function, packing for the Rugby trip to Bowen or Ayr or wherever or selling raffle tickets for the Club. It would be OK if he went by himself but he is helped out by FORDY (CFN Ford), REESY (CFN Rees), and almost every other man and his dog. CPL Stow thinks the world is shaped like a Rugby ball and is made of pig skin. Then there is CPL Pete Chalker, CFN Billy Blackwell, and CFN CHOPPER Thompson who are all Rugby players as well, in fact half the backline. Just a hint, don't mess with CHOPPER Thompson. CPL Bill Omeara is a fitness fanatic so much so that SGT Fehring volunteered him for the Battalion Inter Company Orienteering, Bill told me afterwards he loved running around



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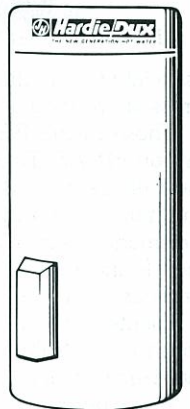
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UNIT JOTTINGS — CONTINUED

the foothills of Mt Stuart for three hours looking for markers. It's been a bit of a shock to the system for Bill, as he arrived this year from BASC Hunter Valley.

Bush has been good this year. The BSG members have spent more days onboard HMAS Tobruk than in Barracks. CPL Mick Dorrenbooms tan is coming along quite well. You better watch those sun spots Mick, and remember the 15+. During the last Deployment, two war dog members from GE were taken away to become part of the Ready Reaction



EIR Power Cell... CFN Brodie, CFN Salter, WO2 Frank Stoffers and LT Rod Love

Force, CFNs Smith and Stazanowski. When the big battle began they were as keen as mustard to get involved, Staz had a great time fighting the screaming hordes but someone forgot to wake Smithy. Better luck next time Smithy.

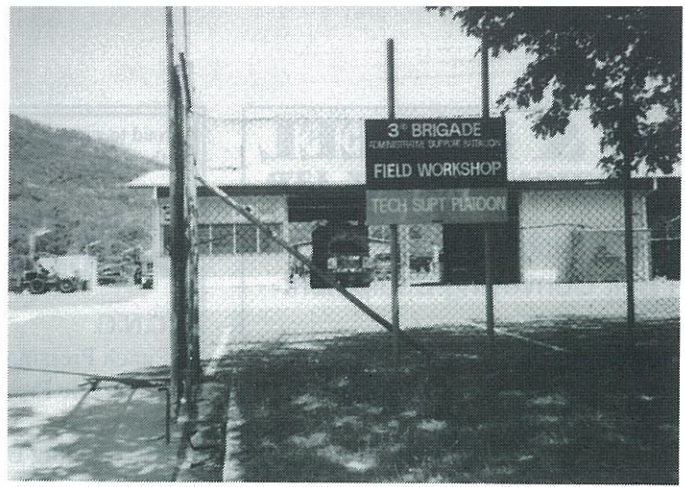
CPL Pete Chalker's wife has just had their first baby. Other births expected this year in GE are to CFN Rollond and his wife, CFN Curtis and his wife and CFN Goiris and his wife. It looks like some of the boys have been busy over Christmas.

The year is not even half way through and already GE is a committed platoon outside the Workshop. We are the envy of all other Platoons, a small but highly professional organisation and formidable opponent.

If you are ever up here in Tropical North Queensland, drop in and have a brew, but don't use SGT Fehring's mug.



EIR lads discussing strategy (or is it one by SQN 13) CFN Prat, CFN Scarr, SGT Taylor, CFN Hicks and CPL Max Holt



TSP ... 3 BASB Fd Wksp

STAND TOO by CPL Stow

*Stand too Stand too
Shit! not again.
I just got to bed
and it's a 1/4 to ten*

*The K phone just buzzed
well, what did they say?
Stand down stand down
the nasties ran away.*

*Stand too Stand too
cripes this is fun.
Time number 3 and its
10 minutes past One*

*Stand down comes at
5 minutes to 2,
"It's ok fellas it's
only a roo".*

*Stand too, Stand too,
Just this once more,
As peel the eyes open
At 20 past four*

*This time I got him,
But he went to ground,
Half an hour later
We finally stand down*

*The suns coming up guys
You know what to do,
It's a brand new day
So we'd better stand too.*

GREETINGS FELLOW RAEME DUDES FROM EIR

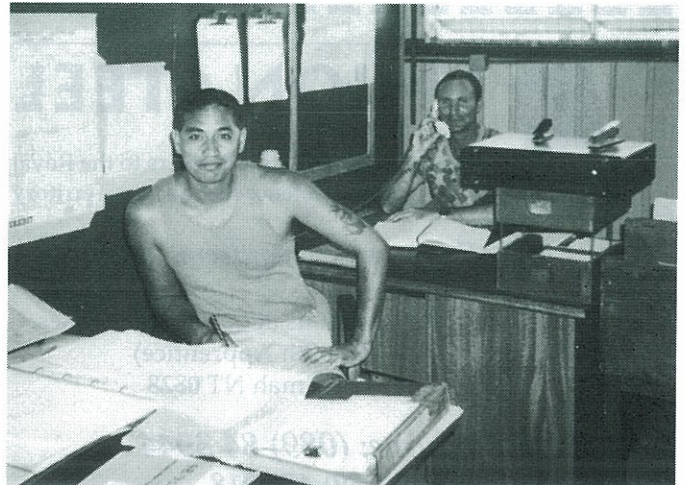
by CFN Scarr

From all the exciting, happy and adventurous people from EIR platoon Fd Wksp 3 BASB.

The start of the year has been one heck of a pace doing things like BSG deployments, BFAs and of course in depth conversations about the Simpsons.

An arduous task, a new change in leadership sees LT Love and WO2 Stoffers looking after us Mugs this year. Fortunately neither has given us any trouble yet but we will keep an eye on them anyway.

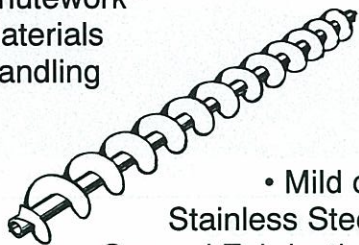
Oh and another thing, bloody apprentices everywhere, at least they seem keen on working. Better keep them away from the Module (bad influence) (In house joke for all you southerners). Scarry, Salty and Wal have finally found loved ones and are waiting for Sub 1 for marriage to start. **NOT.**



CPL Rocky Hema and SGT Rick Conn hard at it at TSP

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UNIT JOTTINGS — CONTINUED

With continuous production orientated activities, one finds it hard not to lose the plot on a regular basis.

TELS SECT. with the raven shelter down for the count the boffins being rather upset with limited holding space are eagerly awaiting the return of SGT Risk from long service leave.

INST SECT. Once again finally having a home to themselves, mainly due to Cookies whingeing, the half boffins can now fix their compasses and remote control cars with their only concern being Hicksys new found bachelor freedom.

ELEC SECT. After wielding the whip for 5 consecutive years, Big Daddy Wheelhouse has finally guided the 'appies' into adulthood. Although the medics want to move down here because Webby has broken all their ambo aircons. Elec section has boosted the BSG element this year with the surprise addition of our big guns: Big Rowdy, Marty Priol, and Beetle. EIR is now very strong in the sporting department, particularly in Boxing and Rugby. Another attribute commitment and courage is what EIR is all about. I could go on but I don't want to blow my own trumpet.

So until next time HOO ROO.

TECHNICAL SUPPORT PLATOON

by LT Thomson

Tech Spt Pl has faced a number of significant changes from its relocation to the TPT Sqn and with an injection of new life with new march ins.

The location change has truly identified Tech Spt Pl as the leading Pl right up there at the pointy end. The biggest benefit from the move is that the Pl has become more autonomous and is closer to its dependencies to provide the valuable support. The response from the people on the floor, "We have finally got away from the fish bowl".

The burst of life to the Pl has brought new faces to the Wksp from over the country side. The new Pl WO, affectionately known as Dodgie Brother Incorporated, has joined the team along with Leaping Leroy Donovan, SGT Gunny Payne and of course the infamous 4th year Appies. Early in the year Corporal Scotty 'Silk Legs' Bredden was removed from the Wksp Sub-account and moved to Land battle School at Tully.

Special events that have come and gone include the Bn Deployment Trg, several BSG swans on the Tobruk and exploring Frenzied Brumby. All went relatively smoothly with Locky collecting a couple of combat enemy ears for his dog tags. CFN Brisbane was successful in swimming like fish and represented the Bn in the Bde swimming competition last March.



CFN Mankey, CPL Lee, CFN Stewart, CFN Edwards, CPL Neiman —
The Recovery Mechs



The creators of the "Chariot of Goodwill" from left to right LCPL R. Jackson, CFN A. Bishop, CFN M. McElroy, CPL N.P. Davis, SGT D. Garrigan, CFN K. Lanton, CPL J. Walker

RECOVERY SECTION

by CPL Lee

Recovery Section, the back bone of Fd Wksp 3 BASB, the workaholics of every RAEME unit throughout Australia. But before I get carried away with myself we'll just deal with the elite of the Australian Army Recovery Section, 3BASB.

We have a posted strength of 6 strong, strapping, young men, starting off with the figure head and guru of this tribe SGT John Joseph McKey (Lurch). Others include: CPL Sean Lee (Bing), CPL Brett Neiman (New boy on the block), CFN Ian Stewart (Stewy the jinx), CFN Collin Mankey (Col Carpenter), and CFN David Edwards (Fast Eddie I've got a chit).

The strength of the section varies from day to day, we work well with 6 members but even better when the pressure is on. Our recovery vehicles never seem to be other than taskworthy which is understandable given in support the heavy tasking demands of all units in Nth Queensland area

Area of operation bounded by Rocky, Mt Isa and the top of Cape York which adds up to many miles and long hours.

Our Recovery policy is simple, if you stuff a vehicle in the AO, at any time, just call RAEME 7900 and the job will get done. But don't call after 1600 hrs on Friday.

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8/12 MED REGT JOTTINGS

CRAFTY BEAR'S JOURNEY

by CPL N.P. Davis

Once upon a time there lived a special bear. His name was Augustus Bear and he lived in a special place known as Bear House at CAMPERDOWN CHILDREN'S HOSPITAL.

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One day Augustus saw that Bear House was not yet finished and that there was not enough money in the honey jar to finish it. Augustus thought there must be something he could do. So Augustus came up with an idea. He would set out on a mission and being a special bear he could perform magic. The first thing he did was to make himself a soldier in the army; for soldiers always go on missions. Thus Augustus became CRAFTY AUGUSTUS BEAR. He then planted a seed of thought into the minds of a very special unit. This unit is known as 8/12 Medium Regiment (Mdm Regt) at Holsworthy. Once the seed had been planted it grew and grew until it developed into the mission. The mission, once fully grown, was to push a Hamel 105 mm artillery piece from Canberra to Sydney in five days; a total distance of 350 kms.

Augustus then enlisted the help of 8/12 Mdm Regt Technical Support Troop (TST) and said unto them: "build me a chariot to ride on" so he could oversee the mission. Without hesitation the

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UNIT JOTTINGS — CONTINUED

forces of RAEME sprang into action. They took a lowly Hamel and by waving the magic RAEME wand changed the Hamel into a chariot that could complete the 350 kilometre journey. The magic performed by the 8/12 TST began by Augustus giving SGT David Garrigan, (A Battery Tiffy), an idea in which way to modify the Hamel into a chariot of goodwill. The idea began to cause a lot of pain to SGT Garrigan for it meant he had to think so he asked for help from the general engineering section of 8/12 TST (this is where all miracles take place boys and girls). The wise and noble men of the GE section are: CPL N.P. Davis (metal smith) CPL M Walker (fitter) LCPL R Jackson (fitter) and Crafties M McElroy, B Lawton, A. Bishop (fitters). With all this wisdom and technical knowledge, not one but two chariots of special configuration came to be. One chariot for public relations and fund raising and one for the actual push. Augustus, now a Crafty (or is that craftsbear) declared that all the members of 8/12 would take part in this mission. MAJ Walton (2IC) ordered his troops to give Augustus all the help he needed. This consisted of 6x20 man teams to push the chariot on a rotational basis (this means in turn kiddies) from Canberra to Sydney. Other persons required were for public relations and fund raising and to organise media coverage. Another group was also needed to organise rest stops and to cater for the hungry men. Let's not forget the drivers of the transport vehicles and RAEME Forward Repair Team and medical support.

Now the plan has come to be and so it begins on Sunday 6th March 94. Move from Holsworthy to Canberra to prepare for the push at camp Craftybear at Majura Range. This is it – time to start the push; 0600 hrs Monday and craftybear is at the helm. First stop Yass 68 kms down the track. Grunt, Groan, Sweat, Swear. That's enough of what the officers were doing now on to the men. Day one was successfully completed without injury or damage and funds raised to the sum of \$4,300 from Canberra and Yass. Day two 0400 hrs reveille (time to hop up out of bed and off with the pj's kids) the three S's shower, shave, sh*t (oops). The push starts at 0500 hrs, this time from Yass to Goulburn. The magic of Craftybear is working as people stare in awe and rush to pay tribute to his cause. This results in funds raised on the day to be \$5386. A very good result considering there was rain on the last half of the day.

Day three (it follows day two) 0400 hrs reveille the three S's (oops again). Didn't rain it pissed down. This made Craftybear very mad cause it upset him to see his gallant soldiers being pissed, I mean rained on. Craftybear told the men the rewards were far greater than being a little wet. The men responded with a true dedication and told Craftybear to "piss off" and they continued on to Mittagong. So Craftybear went and saw the god of sunshine (RSM) and requested the rain to stop and that night the stars shone brightly without a cloud in the sky. (See RAEME can fix anything). Money raised despite the rain \$6558.

Day four 0400 hrs, you know the rest, 0530 hrs time to start making their way down the road with Craftybear at the helm with words of encouragement (move your fat arses you lazy mongrels or words to that effect) that lifted the spirits of the men and pushed them on. With the sun shining brightly and the air cool and brisk the men made their way to Holsworthy. Then it happened, the one thing nobody wanted, a traffic accident. The rear escort vehicle is hit by a car. With thanks to powers above there was no serious injuries. The incident made the men a bit quiet but they pushed on. The civil police have requested no more roadside collection, in spite of all this the sum of \$6014.25 was still raised for the day. Special thanks to LCPL Vidler for his medical assistance to those hurt. "Well done mate." Augustus arrives at Brigade parade ground to a hero's welcome. In all it took four days to travel from Canberra to Holsworthy.

Day five Friday (the one after Thursday) from Holsworthy to Victoria Barracks start time 0930 hrs. Brigadier Dunn takes hold of the starting steyr (everybody hit the deck and went for cover) and fires the shot to start Craftybear on his way. After the start the route had to be changed. This is because the M5 tollway revoked its permission to use their facility. Due to this very kind



CFN Andrew Monk abseiling on TSC adventure TRG Ex "Tigers Swim"

act, the civil police requested that the chariot be transported by tilt bed to Victoria Barracks. This request was adhered to and the chariot was towed to Victoria Barracks from Bankstown airport. Despite all the disappointment, funds to the sum of \$1049.65 are raised for Craftybear and his mission.

The final day, Saturday the 12th March Craftybear arrives on his chariot at Victoria Barracks. Even though the finale and last day is very short he is given a bigger and most gracious welcome; the sort of welcome that is given to high ranking officers (then again he is a craftybear). His task is now complete and the mission is over. Craftybear is now Augustus bear again and he has returned to his home in Bear House. But Augustus will always remember the dedication to duty of the men from 8/12 Mdm Regt and is very proud to have been a soldier in the Australian Army. During his time in the Army Augustus made an impact on everybody who came into contact with him (fleas) and this is seen in the final amount raised in excess of \$30,000, \$10,000 more than the target figure.

To the men of 8/12 Mdm Regt from the children who will use Bear House, THANK YOU with all their heart.

FOOTNOTE: Distance	325klm
Time	5 days daylight hours
Money Raised	in excess of \$30,000
Special Thanks	Endless

CPL N.P. Davis 8/12 TST

TSC 5/7 RAR (MECH) JOTTINGS

As we bid farewell to 1993, Technical Support Company was involved in a variety of activities culminating in the company adventure training exercise "Tiger's Swim".

The annual 40km route march was surprisingly enjoyable as we trekked from Bundeena to Otford lookout in the then "lush surrounds" of the Royal National Park. The majority of the Company completed the distance with ease however one group (led by our RPS Section Commander) used a little too much initiative, but will make amends with the march this year.

The ASM, WO2 Dave Lutton's group was lucky enough to do some bird watching as they noticed from a distance what seemed to be a naked lady. After a brisk increase in pace their original thoughts were proven wrong – she was wearing sandals.

CPL Max Walker's group (with the Padre in tow), decided to follow the OIC rather than his instincts and as a result was lucky enough to complete an extra six kilometres. Overall, the march was a success and I'm sure all of the company are once again looking forward to the next trek.

Exercise "Tigers Swim", conducted in early November saw the Company deploy to Nowra utilising the Shoalhaven River and the Morton National Park for a variety of activities.

The Company conducted (not so) white water rafting, abseiling/rock climbing, scuba diving, water skiing, caving and a gruelling beach survival exercise.

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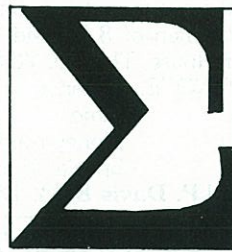
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UNIT JOTTINGS — CONTINUED

CPL Brett Butterworth being OIC small craft for the exercise, provided the company with a challenging ski circuit putting the members of the Shoalhaven ski park to shame with his boat the "Dintmaster"

Midway through the exercise for reasons unbeknownst, the Company returned to Holsworthy and completed the exercise via a series of day trips to the various activities.

As the week ended, it would be safe to say that all of Tech Spt Coy had an enjoyable exercise.

With the New Year came a vast changeover in manning for Tech Spt so we say:

FAREWELL TO:

MAJ BILL WOOD
2LT ALBERT KEILIG
WO2 DAVE LUTTON
SGT JOHN BASTIN
SGT "CRUSTY" FRAWLEY
SGT DENNIS HUBBARD
SGT "WOLFY" WOLFENBUTTLE
CPL PETER HAWES
CPL "MARSHY" MARSHALL
CPL RUDY MEINDL
CPL PAUL SCREEN
PTE "BANGAS" BANGGROVE
CFN DANIEL HALDANE
CFN "LOVEBUTT" LOVEDAY
CFN ANDREW MONK
CFN BRETT NEALE
CFN "SHORTO" SHORTON
CFN PETER TOWELL

WELCOME TO:

MAJ HUGH GREEN
WO2 MARTY McKONE
SGT BARRY WARTON
SGT DALE TOMPKINS
CPL CHRIS DIAZ
CPL LANE MIDDIS
CPL GEOFF ALLERT
CPL "NING" McGRANE
CPL JOHN CARSWELL
LCPL "TELE" TELFORD
CFN DEAN CALDWELL
CFN JAKE DONNELLY
CFN "LUPO" LUPTON
CFN JAMIE McKEOWN
PTE JASON SPONG
PTE COLIN STANLEY
CFN DAVE WALL
CFN MATT LAGUE

24 MAY -3 JUN EX "TASMAN LINK" SHOALWATER BAY
06-29 JUN EX "DESERT TIGER" WOOMERA
12-15 JUN BLOOD WEEK
20-25 JUL CO'S TEWT TASMANIA
2 AUG - 11 SEP EX "SWIFT EAGLE" COOKTOWN
13 OCT - 5 NOV EX NORTHERN WARRIOR N.TERR.
7-13 NOV TSC ADVENTURE TRG

And with a few more exercises up our sleeves. Needless to say it will keep Tech Spt Coy busy for the duration of the Year.

Tech Spt Coy would like to welcome back CPL Rollings, LCPL G. Roberts and CFN Arnold after their four month tour to Rifle Company Butterworth with Delta Coy.

In closing Tech Spt Coy is looking forward to what will be a very busy and challenging year supporting the Mechanized Battalion.

1 BASB JOTTINGS

by B.D. Gibson BEM

The 1st Brigade Administrative Support Battalion (1 BASB) was raised on 1 Dec 93. On that day many units ceased to exist and became sub units of 1 BASB. Those units were:

- 101st Field Workshop – now Maintenance Company;
- 1st Transport Squadron – now Transport and Supplies Company (T&S Coy);
- 1st Field Supply Company – now Supply Company;
- 35th Field Dental – now Dental Company; and
- 7th Logistics Company – allocated to each corps company.

A Medical Company has been raised in Darwin and 11 MP Pl are now under command of 1 BASB. The sub units are still located in the existing lines with the exception of Supply Company, which was relocated to Darwin in November 1993. The BASB has the bulk of the units located in Sydney (Holsworthy, Ingleburn) with elements located in Darwin.

From the RAEME perspective it is huge – Maint Coy consists of:

- 101st Field Workshop – MRG — FRG 1;
- TST 1st Transport Squadron — FRG 2; and
- Wksp Pl 7 Log Coy — FRG 3.

The impact on Maint Coy has been the increased responsibility for 1st line repair and recovery to T&S Coy, Sup Coy, Dent Coy, Med Coy and 11 MP Pl. We are very pleased to have TST 1 Tpt Sqn and Wksp Pl 7 Log Coy onboard as part of the Maint Coy.

The Maint Coy currently has 175 posted strength, 44 in Darwin, however, this will be reduced to an authorised establishment of 93/8 GRes prior to the Coy's proposed move to Darwin in 1998.

Prior to December 1993 the workshop had two elements – the MRG located in Ingleburn and FRG 1 in Holsworthy. After December the MRG remained; FRG 1 moved to be co-located with FRG 2 at TST 1 Tpt Sqn compound; and FRG 3 is located in Darwin. Just prior to Easter FRG's 1&2 were relocated back to the MRG at Ingleburn and subsumed into their relevant production platoons.

Whilst the changes have affected certain areas – the bottom line for the tradesman is — same trucks, same tools, same training etc. The changes that we at 1 BASB are going through are not unique as 3 BASB and 6 BASB have already made the changes before us.

Now for all those past members of the 'Flaming Fighting 101st' — do not despair! All history is still very important, because out of 101 came the Maint Coy. The property held by the messes is to go to Darwin to start the new messes. The unit museum and memorabilia is also going to Darwin.

To celebrate the change from the 101st Field Workshop to Maintenance Company we are staging a 'Back To 101' weekend 22/23/24 July 1994. The weekend is for all 'olds and bolds' to come back, swap stories, fill gaps in our history and to be satisfied that what went before is in safe hands to continue in the tradition of the 'Flaming Fighting 101st'.

For details contact: WO1 B. D. Gibson BEM (02) 618 4423.
WO2 P. Hollman (02) 618 4422.

MAINTENANCE COMPANY — "Maintaining the Mechanised Force".



CFN Andreas Hoffmann – 1st place Novelty Dive Competition Battalion Competition

With the year well underway, Tech Spt Coy have certainly got their work cut out for them as the Battalion works toward the battle group exercise "Desert Tiger" to be conducted in Woomera in the month of June.

The training programme for the year sees Tech Spt Coy in one way or another involved in the following activities:

08-10 MAR EX "RUSTY SPANNER"
14-27 MAR BATTALION MAINTENANCE PERIOD
14-17 APR EX "RUSTY SPANNER II"
18-26 APR EX "SABRE'S STRIKE" (GUNNERY CAMP)
01-12 MAY EX "ALAM HALFA" PUCKAPUNYAL
18-20 MAY EX "LOOSE NUT" HOLSWORTHY

UNIT JOTTINGS — CONTINUED

BACK TO 101

Weekend 22-23-24 Jul 94

For all past and present members of the
101st Field Workshop

A weekend to close a chapter in the history of the 101st Field Workshop and to transfer the safe keeping of its history to 1 BASB.

For more details contact:
WO1 B.D. GIBSON BEM
(02) 618 4423
8-29-4423

WO2 P. HOLLMAN
(02) 618 4422
8-29-4422

Watch Army Newspaper and RAEME Associations for further information

FRG 3-MAINT COY FWD by WO2 Langham

INTRODUCTION

From the far distant reaches of the northern coastal boundaries, across the desolate outback wilderness, in the land of the unpredictable deluge, emerges a support force like no other; unique in their epic quest for redevelopment, resource capability and operational stability in the north. Where uncertainty and change is a permanent fixture, uncovers FORWARD REPAIR GROUP THREE, MAINTENANCE COMPANY, 1ST BRIGADE ADMINISTRATIVE SUPPORT BATTALION (or FRG 3 for short).

Quite a mouthful isn't it? All seriousness aside, since this establishment's inception there have been more name changes than a drover's dog has fleas. One gets the distinct impression someone takes a lot of satisfaction in changing the title of our very prominent yet modestly equipped workshop, for seemingly little reason other than to confuse the southern based Army.

Presently, the FRG 3 manning stands at 2/38 and 3 TFE adult tradesman. A considerable manning increase, since our last story in the November issue of "RAEME CRAFTSMAN", has brought a zealous feeling of supporting our wealthy relative (2 CAV REGT) at Waler Barracks. Unfortunately, vehicles, equipment and 'A' vehicle expertise remains a concern; however, gradual rectification of these and other deficiencies are enabling FRG 3 to materialise the "CAN DO" attitude.

The tradesman on the floor have enjoyed many changes to the building over the last 12 months; some of which are:

- updated lighting;
- extra roller door entrances to work bays;
- exhaust/fume extraction for all Fwd Veh bays;
- exhaust/fume extraction for the welding bay;
- an outdoor annex – extension of G E;
- beryllium collection facility;
- hard standing in front of workshop; and
- a fully commissioned Steyr armoury.

Still to be purchased as a works upgrade is an overdue battery charging facility, which remains a priority; however, the delay is due to the unavailability of such a facility that meets the strict Australian Standards.

"Morale" – a generic term that sends man managers mumbling and attempting to change the subject, yet is such an important area of our infrastructure as a unit, is improving steadily at FRG 3. The capability to perform field level repair and the improvements to our repair agency has alone put the long obscure willingness and desire to work back into this organization.

Recent equipment and vehicle re-allocation to FRG 3 from Maint Coy ensures a resource base capable of operational support (of a minor scale) to 1 Bde units in the north. Speculating for more of the same, as the MRG gradually leave their waterlogged home in Ingleburn and re-appear to augment the 'Support force in the North' in '95, would undoubtedly satisfy the optimism of all us here of fully committing our knowledge, skills and experience to fulfilling the role of the unit in the Top End.

SASR WKSP JOTTINGS

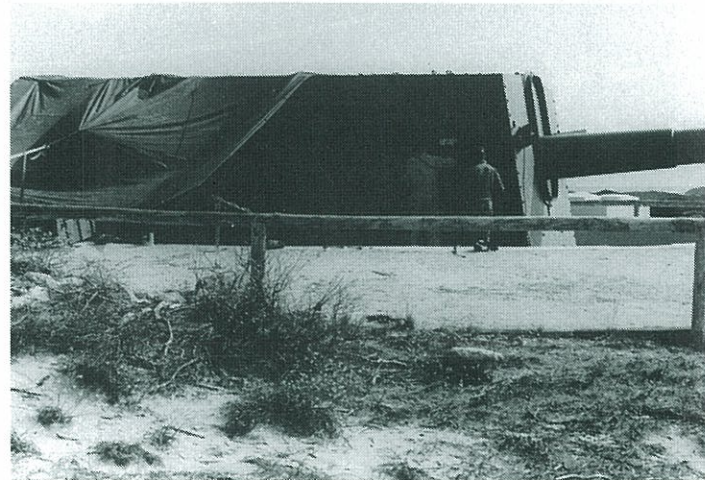
WE NEED A GUN

by CFN Brett Wilson

A few months ago the CO of SASR came to see the ASM and said that the squadrons were complaining that the hitting power of the guns on the LRPVs (Long Range Patrol Vehicles) wasn't good enough, that the calibre was too small and the range was too short).

Now if you have ever been posted here you would know that the members of the sabre squadrons have a slight infatuation with big guns (it may stem from a personal problem, who knows?) Anyway the CO wanted a trial conducted and the only restriction was, surprise surprise, money! He suggested that a slightly older weapon might be used and we could simply upgrade it.

Now, in a trial you would normally use two of the items to be trialed, so somewhere we needed to find two weapons with a large calibre, long range, and also cheap. After talking to a few people, the ASM heard about a couple of large weapons on Rottnest Island that had been sitting there a few years (since 1937 to be exact). Apparently they weren't being used anymore and with a bit of work they could be made serviceable. The only problem was that to mount one onto an LRPV the vehicle's



9.2 in Gun on Rottnest Island undergoing a face lift

suspension might have to be beefed-up a bit to support it; we'd have to check it out.

On 18 September 93, with drill and oxy in hand, seven members of the workshop and a couple of 'ring-ins' set off for Rottnest. We were told that these guns were at a place called Olivers Hill, so we went up there to have a look. The guns met most of the criteria; the calibre was large, the range was exceptional and yes they were also cheap. But there was one minor problem – they weighed seventeen tonnes each! These were the 9.2 inch guns that protected the good people of WA from the screaming hordes during WW2. They had a range of a modest 26kms but due to their 'small' weight problem it was decided to leave them there and carry out a bit of public relations work and attempt to restore them to their former glory (sort of).

Now if any of you 'gun fitters' out there have ever tried to weld or drill armour plate that has been sitting in the weather for fifty-odd years you would realise that breathing through plastic bags is easier. But with a bit of ingenuity and hard work we managed to fit back a few pieces that had either been "ratted" or rusted over the years.

UNIT JOTTINGS — CONTINUED

Now, for a small bit of history. The guns were built in 1937 and the warren of tunnels under the hill was built by digging out the hillside by hand, constructing the tunnels, and then back filling. By anyone's standard this was a huge effort. Enough of history though.

As well as doing work to the guns and their surrounds, we also acted as unofficial tour guides, answering the tourist's in-depth questions and responding in our most polite and informing manner, even after getting asked the same questions three or four hundred times. Other highlights were LCPL Amir "Tits" Tito learning that a two-wheeled bike can not transform into a one-wheeled bike without a few hiccups! We also learnt that heavy handed PTIs should not be allowed to adjust welders!

So by the end of our week the island had an upgraded tourist trap, we had a good tan and every thing was peachy (snicker, snicker). Also, if anyone spots a gun that might suit, call us.



HQPNGDF JOTTINGS

DIRECTORATE OF TECHNICAL SERVICES

by CAPTAIN Mark Wharton

I arrived in PNG on the 10 Jan 94 and assumed my appointment of S03 (TS) Air within the Directorate of Technical Services (DTS) HQPNGDF in Murray Barracks. Things were certainly very familiar to me and my wife Maree.

After the settling in blues with buying a car, settling in kids etc, we realised that things haven't changed a great deal up here since our last stint in 1982/83 in Lae. SO3 (TS) Air is a newly created Army position and was established to enable the Aircraft element of DTS to better meet its responsibilities.

DTS. Prior to independence, DTS came under technical control of DGEME-A. After independence DTS assumed technical responsibility for all technical matters of the PNGDF. Currently DTS is headed by LTCOL Gabriel Tamagal MBE and the Directorate is structured with three distinct elements: Maritime, Land and Air. Each element is headed by a Major equivalent and is responsible for the technical management of all equipments, financial control for overhaul and repair of all major items and training of personnel within their areas of responsibilities. DTS Air Element performs a similar engineering function as the Australian Army Logistics Management Squadron at Oakey.

DTS Air Element. DTS Air Element comprises of SQNLDR Bruce Skipworth - SO2 (TC) Air (arrived in Jan 94), CAPT Mark Wharton - SO3 (TS) Air, WOFF Roger Murfitt - WOFF Eng (on his third year) and FLTSGT Jack Townsend - TDMDO (also on his third year). Both Jack and Roger have enjoyed their postings, however they suffer the same frustrations as everyone else posted to PNG.



The Directorate buildings are in the background. Personnel from left to right are SQNLDR Bruce Skipworth, LTCOL Gabriel Tamagal MBE, CAPT Mark Wharton, FLTSGT Jack Townsend, PTE Thomas Gene (on loan from ATS) and WOFF Roger Murfitt

Current Aircraft Types. DTS is responsible for the airworthiness of the following aircraft.

Qty 2 CASA CN 235 aircraft (Spanish design),

Qty 3 ARAVA aircraft (Israeli design),

Qty 4 UH-1H aircraft,

Qty 4 N22B aircraft, and

Qty 1 Beechcraft Super King Air aircraft?

The Super King Air is a recent addition and its airworthiness is currently the responsibility of DCA. With so many aircraft types in one operational squadron, management of personnel, equipment, spares etc is a real nightmare.

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The unit is responsible for the provisions of advice and training of the Royal Papua New Guinea Constabulary (RPNGC) in all technical matters concerning their communication requirements throughout PNG. Our role includes the maintenance of radio repeaters, upgrading HF communications in remote areas, maintaining vehicular and base station communications throughout PNG and improving the workshop facilities for the base repair of all equipments used by the RPNGC. In all, we service approximately 300 bases and 700 vehicles equipped with radios and a large quantity of hand held radios. The range of equipments include HF, VHF and UHF from such companies as Motorola, Midland, Phillips, Codan and Barrett.

The original reason for our posting to PNG was the upgrade of the VHF/UHF repeaters, HF radios and the on the job training of the police radio installers. As a result of that, we have started up a training programme with the support of Queensland Distance Education College (QDEC) to train policemen to become radio technicians. We now have a workshop up and running in PORT MORESBY where it is possible to conduct limited repair of our own equipment. This includes computer base training facilities to support our electronics training. In 1993 in our communication workshop at Gordons Police Barracks, 10 policeman started training as radio technicians and of these, four were sent to RAEME Training Centre to complete further training under a Defence Co-operation funded programme to become qualified technicians. Now, in 1994, we have started training another six policemen to follow in the footsteps of the last four sent to Australia.

To complete our work, we must travel to many places throughout PNG to advise the police and to repair radios in vehicles, base stations and repeaters as required. To arrive at our destination, we normally travel by plane, helicopter or by vehicle. Whenever it is not possible by normal means we must rely on walking.

From time to time, we have worked with other government organizations, such as the Electoral Commission, National Disaster and Emergency Services, the Works Department and the Corrective Institutional Services. In 1992 we were involved with the national elections with maintaining equipment serviceability and upgrading. In early 1993 Mark flew to the Trobriand Islands with the National Disaster and Emergency Services to restore HF communications after the cyclone devastated the islands. In the latter half of 1993 Brett and Mark were sent to Morobe Province near Lae to assist with the evacuation of people to care centres and the installation of HF radios to provide much needed communications during the earthquake disaster. In the early part of 1994, the Works Department in Vanimo in Saundon Province, which has Australian Defence Staff (11CEU Works) providing assistance for road building, called upon us to set up HF communications in the north west of PNG because of the remote localities of their stations.

We have a major project coming up in the near future. Namely, the installation of a Private Voice-Data Network for RPNGC. The RPNGC spends millions of kina on telephone and fax each year. With this private network we will only pay for the leased lines from Post and Telecommunication Corporation (PTC) and all telephone calls and fax's will be free of charge. It is similar to being on one big PABX system. When the system is up and working there will be a significant saving of approximately 1 million kina per year.

Brett arrived in July 93, so he has still got another 2 years left, Steve's posting has been extended to December 94 but unfortunately I 'go finish' in June 94 and I'm posted to RTC. I've found the place to be culturally fascinating, the people interesting and the work to be definitely a challenge. Yes, the rascals do exist and you do need to be careful, but when you weigh that up with the scenery the locals and the lifestyle, it's not a bad place to live and work. So if you don't mind a challenge in an interesting country with interesting work and you are not afraid of getting your hands dirty, why not give it a go. You never know you may even like it.

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